



NAVY NEWS

JULY 2016



Salute to heroes

● ET(CIS) Kelly-Marie Looker leads personnel aboard HMS Kent for the ceremonial sail past and 21-gun salute during the Battle of Jutland 100 commemorations (see pages 22-27). The 19-year-old joined the RN two years ago and the Type 23 frigate is her first ship. Following the commemorations Kent was sent to shadow a Russian submarine in the North Sea (see page 5)

Picture: LA(Phot) Will Haigh, RNPOTY

Double blow to drug runners

RN hits terrorists' illegal trade

Preparing for future flagship

Getting ready for aircraft carrier





Counting down



“WHAT a great journey we have ahead of us,” said Capt Jerry Kyd as HMS Queen Elizabeth welcomed her first Commanding Officer.

The former CO of HMS Illustrious and Ark Royal addressed the 580-strong ship's company as he took charge of the 65,000-tonne aircraft carrier to prepare her for her maiden voyage and debut in Portsmouth next spring.

It's also been quite a journey to get to this point – and not just in Rosyth. Around the country Royal Navy and civilian personnel are toiling away to welcome the arrival of Britain's biggest warship.

In Cornwall, aircraft handlers have been launching and landing F35-B strike fighters on the carrier's deck – courtesy of their new simulator – while in Portsmouth a new Queen Elizabeth 'village' is springing up in the North Corner of the Naval base.

But the most high-profile events took place in Rosyth as Capt Kyd's arrival was marked by Divisions held at the MOD Caledonia site, a short distance from where the carrier is in the final stages of fitting out – and where the ship's company live.

Capt Kyd – who is actually a commodore, but will follow RN tradition and command Queen Elizabeth as a captain – told the men and women before him that their ship would take her place on the world stage for the next 50 years.

“The day is coming – very quickly – when Queen Elizabeth sails into the Firth of Forth and out into the North Sea on her sea trials,” he said.

“That will be a proud day for the thousands of people who have worked on her – and also a proud day for the nation.

“And when we drive her past Round Tower and into her home port, it's going to be a very special occasion, the culmination of ten or 12 years' work.

“So let us be proud in purpose and focused in our work as we look to the sea and our arrival in Portsmouth.”

Pausing to reflect on what lies in store for him, his ship and his men and women, he added: “What a great journey we have ahead of us.”

IN less than a year's time the biggest warship ever built for the Royal Navy will make her debut in her home port of Portsmouth. A number of milestones have been met at sites throughout the country ahead of the arrival of HMS Queen Elizabeth – and later her sister aircraft carrier HMS Prince of Wales.

Capt Kyd is one of the Royal Navy's most experienced seafarers – he was the final Commanding Officer of HMS Ark Royal, took charge of HMS Illustrious, has led the RN's amphibious task group and, with a dedicated staff based in Portsmouth, has spent the past year or so forging the carrier strike group staff – the team who will direct the operations not merely of Queen Elizabeth, but the warships, submarine and support vessel which will form the task group.

He takes over from Capt Simon Pettitt who has been Senior Naval Officer of HMS Queen Elizabeth and, more recently, Prince of Wales for the past few years.

Leaving the two sisters, Capt Pettitt reflected on what had been “without doubt the pinnacle of my career”.

He continued: “I've watched a shell of a ship develop at pace and a ship's company grow from nine to 580 personnel, whom I proudly hand over to Capt Kyd to take to sea.

“I congratulate the Aircraft Carrier Alliance for their tremendous work and my crew for their support.”

At the opposite end of the UK, aircraft handlers at RNAS Culdrose are launching the F-35B Lightning II – and bringing the stealth fighter safely back down on to the sprawling flight deck of Britain's biggest warship courtesy of their new £500,000 simulator.

The ‘pilots’ in the cockpits of the Lightnings respond to the signals given by sailors undergoing training on the sim, landing, taking off or manoeuvring on the deck as required.

The sim was installed at the RN School of Flight Deck Operations late last year, replacing old-school technology with state-of-the-art 3D graphics and an X-Box Kinect motion sensor which responds to the movements of trainees.

Programmers from Frome-based software developers SEA recreated all the helicopters currently in service with the

Fleet Air Arm – and all the ships they operate from presently, plus the Queen Elizabeth.

Left off while they completed the coding were the F-35, plus the US Marine Corps' Osprey (half helicopter, half propeller-driven plane), Army Air Corps Apache gunship and RAF Chinook – all of which operate from the decks of RN warships and all of which have now been added.

In the case of the F-35, added realism is provided by authentic engine noises recorded during trials by the jet aboard the USS Wasp last year.

The biggest surprise for staff at the flight deck school is that the F-35 isn't that much larger than the aircraft it replaces; it's four feet longer and five wider than the Harrier (although it is much heavier).

“I've visited the Queen Elizabeth several times, but seeing the jets on the deck here on the simulator you realise how much space there is,” said Lt Richie Turrell, the flight deck school's second-in-command.

“When you look at the scale and size of Queen Elizabeth, you know it's going to be bloody good.

“The simulator needs a few tweaks – the aircraft take off a little too quickly in particular, but otherwise it's very impressive indeed.”

The F-35 can land by rolling to a stop – no arrestor wires to bar its progress, just gradually slowing down until the jet comes to a halt about half way down the flight deck.

Or it can land like the Harrier with its trademark hover, sideways slip, hover and drop.

And as well as the digital F-35, the school will shortly receive 14-tonne full-scale models of the Lightnings with water acting as ballast so the weight can be increased to more than 27 tonnes – recreating the stealth fighter's maximum take-off.

The replicas will be moved around by handlers on Culdrose's ‘dummy deck’, the mock-up flight deck to give them an idea of the size, weight and characteristics of the stealth

fighter.

Lt Turrell is in no doubt that his branch will be more than ready for the F-35's debut aboard Queen Elizabeth in 2018.

“Although the Harrier stopped flying in 2010, we've not stopped the training,” he added. “We're ready for the F-35 now. A flight deck is a flight deck, an aircraft is an aircraft.

“From a handler's point of view, the Lightning actually isn't that much different from a Harrier.”

The simulator was originally designed to help flight deck officers – the sailors in charge of a flight deck – hone their skills, guiding helicopters safely on to and off destroyers, frigates and smaller support vessels.

Through the upgrades, it's grown to replicate every ship in the Royal Navy of today and the near future – and every aircraft likely to operate from them.

“The simulator far exceeds expectations,” Lt Turrell added. “We can do far more with it than we ever imagined.”

Culdrose is proclaiming itself as the ‘aircraft carrier on land’, but the ships themselves will call Portsmouth, 190 miles along the coast, their home.

The whole of North Corner will become the Queen Elizabeth Centre of Specialisation – already dubbed the QE ‘village’: an area of 70,000 square metres, approximately the size of ten football pitches where up to 1,000 people will work, including an industrial workforce of 500 providing engineering support to the two carriers.

While the area is concentrating on the Royal Navy's new leviathans, there is more than a nod to its past as the buildings will bear the names Illustrious, Invincible and Ark Royal – the latter will welcome visitors and sailors to the ship before they embark on the Princess Royal Jetty.

Existing buildings are being converted to provide a 500-seat catering hall – a *wet in the Lusty Cafe anyone?* – offices and an engineering support area to

● Below and right: The new simulator at RNAS Culdrose



the milestones



● A workman inspects a section of HMS Queen Elizabeth's flight deck which has received its thermal coating; Capt Ian Groom is the Senior Naval Officer aboard Prince of Wales; Work on the Princess Royal Jetty at Portsmouth Naval Base

house the 500 BAE Systems employees and sub-contractors who will support the carriers while they are in their home port.

A new logistics centre in the old 30 Store opposite the berth will provide Naval stores, medical supplies and mail and catering under one roof and a new electricity station is currently under construction to provide the power needed for the ships.

Large sections of Princess Royal Jetty (previously Middle Slip) have been reinforced, involving removing caps, some as old as the 17th Century, and installing new 30-metre pipes before recapping the jetty.

Some 3,000 square metres of jetty, most of which dates back to the 1920s, is being strengthened. A number of old anchors were discovered during the work and are to return as displays in the area.

The new centre for people visiting the ship will include a display recording carrier aviation, while a conference room will offer views of the jetty.

After her arrival in Portsmouth, Queen Elizabeth will start aviation trials with Merlin Mk2 helicopters before moving to the east coast of the USA in 2018 for her F35-B trials.

Merlin squadron 820 NAS is focused on becoming the first military fliers on Queen Elizabeth next year.

The Culdrose-based squadron unveiled one of its aircraft, ZH840, with HMS Queen Elizabeth painted on its nose to mark the Queen's 90th birthday.

"Carrier aviation is in our blood, and we are itching to get back to sea where we belong. So here she is, fresh out of the hangar, ready to go flying," said Lt Dominic Rotherham.

So the pieces of this massive project are all starting to come together.

Cdre Matt Briers, Assistant Chief of Staff Carrier Strike and Aviation, said: "We've come a long way and have a long way to go but it's exciting for the nation."

Mike Howarth, Managing Director for BAE Systems Maritime Services in Portsmouth, said: "At 65,000 tonnes the new carriers are the largest and most complex Naval ships built in the UK. It's essential that they have high-quality facilities and highly-skilled people to support them.

"This centre will be the home not just for the carriers, it will also be home for the military and civilian people who support them.

"With improvements to the jetty and construction of a high-voltage power station already in its final stages, you can now see that we are well on the way to being ready for HMS Queen Elizabeth's arrival next year."

Cdre Jeremy Rigby, Naval Base Commander, said: "These are exciting times for the Naval Base and the wider Portsmouth area as we prepare for these huge ships which have secured the future of the base for the rest of the century.

"The work on the Queen Elizabeth Class centre is yet another tangible milestone in getting the Naval Base ready to support our new aircraft carriers.

"A huge amount of activity is in train ashore and in the harbour to make sure we are ready to receive HMS Queen Elizabeth."

The creation of a dedicated area for the carriers forms part of the overall vision for Portsmouth Naval Base – four dedicated areas to support the ships based here.

The first of these dedicated areas was opened in 2015 as the Centre of Specialisation for Frigates and Destroyers, while work began on minehunter HMS Brocklesby in the new Small Ships Centre of Specialisation in early May.

Our QE journey this month ends where it began: Rosyth, where an innovative thermal metal coating is being applied to protect Queen Elizabeth's flight deck from the heat which results from the immense thrust of the engines of F-35B.

Using a combination of aluminium and titanium,

the coating can withstand temperatures of up to 1,500°C (2,700°F) – hotter than lava spewing from a volcano.

The coating, developed in partnership between Aircraft Carrier Alliance and Monitor Coatings based in Tyne and Wear, is expected to provide protection through the life of the carriers.

The coating is applied to sections of the vast flight deck using a specially-developed robotic spray which fires powdered metal through a jet of plasma at temperatures of almost 10,000°C (18,000°F) – or twice as hot as the earth's inner core.

The molten droplets then flatten and quickly solidify, creating a tough but rough coating 2-2.5mm thick that is bonded to the steel beneath. Approximately 2,000 square metres of the 19,000 square-metre flight deck will be coated.

With Prince of Wales due to be named next spring – the equivalent of a launch in traditional shipbuilding terms – Capt Ian Groom has been appointed her Senior Naval Officer to guide her rapidly-expanding ship's company over the next two to three years.

"It is a true honour to have been selected for this role," he said.

"I am delighted to join at such an exciting time and be part of such a

professional and dedicated team."

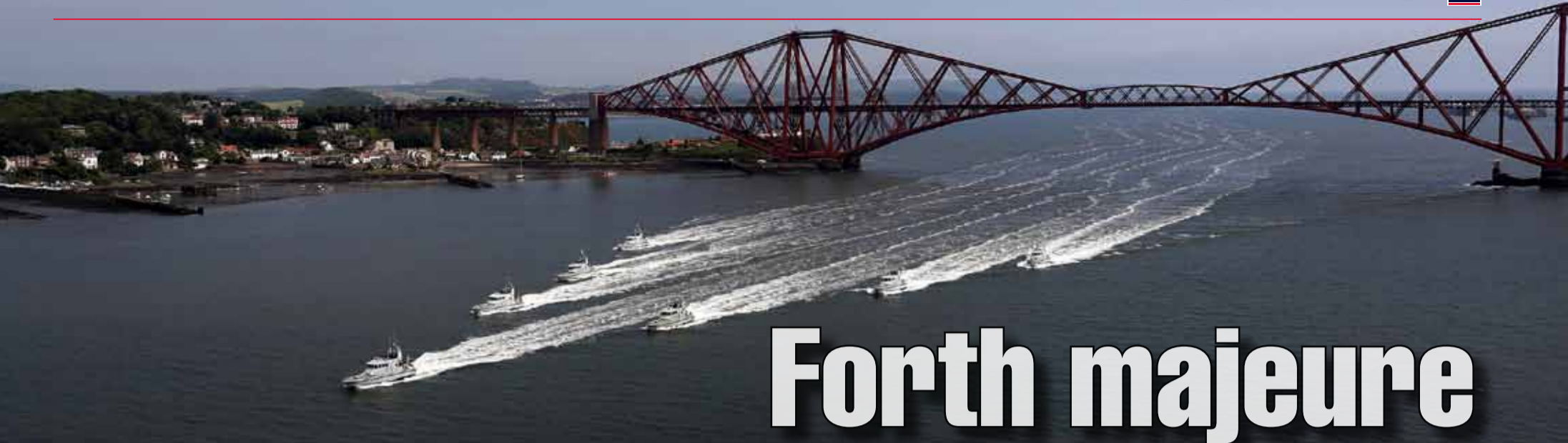
An engineer by trade, Capt Groom joined the Royal Navy in 1986. He has enjoyed a varied career encompassing both sea and shore appointments, which began with initial training at Britannia Royal Naval College and includes HMS Birmingham, Nottingham and Bulwark.

Prince of Wales is due to join her older sister in Portsmouth in 2019.

● Capt Jerry Kyd

Pictures:
POA (Phot)
Paul A'Barrow,
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Haigh, RNPOTY,
and LA (Phot)
Nicky Wilson





Forth majeure

TRAILING white wakes beneath Scotland's most famous crossing, half the vessels in the Royal Navy's 1st Patrol Boat Squadron demonstrate their ability to move at speed (nearly 18kts, or just over 20mph) in close formation.

Fresh from participation in centenary events in Orkney for the Battle of Jutland – when they carried royalty and national leaders across the bleak expanse of Scapa Flow – eight boats mustered in Leith docks for a day of combined training.

The 54-tonne craft normally give students from UK universities an insight into life in the Royal Navy.

But after their ceremonial role in the far north, the boats remained together for a rare day of combined squadron exercises, using Leith docks on the Firth of Forth as their base.

Led by HMS Dasher – normally assigned to Bristol Universities – seven of the eight 21-metre-long boats streaked up the river estuary in formation.

HMS Archer, Biter, Blazer, Explorer, Express and Trumpeter all lined up behind Dasher (boat eight, HMS Ranger, remained in Leith).

“Normally it would be very difficult to get eight of the squadron's craft together on this scale without unduly

affecting individual programmes,” said Lt Ben Dorrington, HMS Dasher's Commanding Officer.

“Due to our support for the Battle of Jutland commemorations in Orkney we had a rare opportunity to exercise together and were determined to make the most of it.”

The boats carried out various combined manoeuvres in formation and in groups, including light-line transfers between vessels and co-ordinated departures from and entries into Leith docks.

“Operating seven boats together in such close proximity was always likely to be challenging but the commanding

officers and ship's companies proved more than equal to the task,” Lt Dorrington continued.

“We completed a number of complex manoeuvres at speeds of up to 18 knots – and at such close quarters it was exhilarating to say the least.

“Manoeuvres on this scale are extremely rare and so most of us will not experience an exercise like this again for some time.”

Watching it all was the squadron's new Commanding Officer Cdr Mark Hammon who was delighted by the seamanship he witnessed.

“This was a rare opportunity to get

the maximum number of ships from the squadron to sea at the same time – and a fantastic opportunity for the ships' companies to operate together in close proximity, practising a number of manoeuvres that both the squadron – but also wider Royal Navy – rarely get to practise.”

The eight boats later dispersed to begin their summer deployments. For the next month or so they are ‘bomb bursting’ across northern European, giving undergraduates an extended experience of life in the Royal Navy, taking them as far east as Estonia in the Baltic.

Picture: LA(Phot) Pepe Hogan, FRPU North



Two oceans for Portland

TWO oceans beckon for the crew of HMS Portland as they begin a nine-month epic deployment to both the Middle East and South Atlantic.

Families waved off the frigate from Devil's Point – the last time they'll see the Type 23 in home waters until spring 2017.

First she'll support the RN's long-standing effort to stamp out piracy and terrorism in the Indian Ocean, replacing her younger sister HMS St Albans.

Then the emphasis switches to reassuring British citizens in remote South Atlantic communities.

Among those cheering the ship into a very wet Plymouth Sound were the parents of Sub Lt Jamie Brotherton, the frigate's Deputy Logistics Officer on his maiden deployment.

“We are obviously sad to see him go but we are also immensely proud of him and the important work that he will be doing around the world,” said his mum Edwina.

A week before deploying, Portland's crew took their families to sea for a day to give them an insight into their work onboard – and to say thank you for their continued support at home.

“It is really exciting to enjoy a day at sea and to understand a little bit of what our families experience,” said Lesley White, wife of CPO Tony White.

“We are going to miss them terribly over the next nine months, but it helps knowing that what they are doing is really important. I am really proud of Tony and the entire ship's company.”

The deployment is the very last to be supported by a Lynx, bringing the curtain down on more than 35 years of support for frigates and destroyers by the trusty little helicopter.

D34 ready for war

DESTROYER HMS Diamond is ready to take her place in the line of battle again after completing six weeks of intensive training off Plymouth.

The Portsmouth-based warship came through Operational Sea Training, bringing to an end eight months of trials, training, instruction and assessment following a comprehensive maintenance and upgrade package for the third of the RN's six Type 45 air defence destroyers.

Witnessing the final day of assessment – a Thursday War, which replicates all-out naval warfare on the eponymous weekday – was the UK's Chief of Joint Operations, Lt Gen Sir John Lorimer – who directs the nation's bi and tri-Service missions around the globe from the headquarters in Northwood.

Type 45s regularly come under his control – from missions off Syria which Diamond herself performed back in 2014, to one of the destroyers working with French or American carrier battle groups in the Gulf (HMS Defender is there presently).

The general saw Diamond's sailors rewarded for their efforts; staff from the Flag Officer Sea

Training organisation who run the assessment gave the destroyer a ‘very satisfactory’ score (most ships come through with a ‘pass’, a satisfactory).

For many Diamonds this has been their first exposure to OST. “The past six weeks have been the best time I have had in the Navy,” said Chef Becca Costin.

“Whilst it's been totally exhausting, I have learned things as a first aider I never knew I was capable of and I am now much more confident in myself and my abilities.”

Her commanding officer, Cdr Marcus Hember, added: “Of course, I'm very proud of the amazing Type 45 technology in HMS Diamond, but what I'm even more proud of is my amazing team of sailors.

“To see them flourish in this high-tempo training environment has been a great experience and I am confident they are ready for anything.”

Diamond is now attached to the JEF M – the UK's new Joint Expeditionary Force (Maritime) which is at five days' notice to deploy anywhere in the world. The first JEF deployment will be exercises in the Med this autumn, replacing the Cougar deployment, the Fleet's annual amphibious workout for the past few years.



Stary, stary knights

YOU don't need Sonar 2087 and Merlin to find this Russian submarine – although HMS Kent has both, if required.

Having taken part in Jutland centenary events in Scapa Flow, the Portsmouth-based frigate located and shadowed the Stary Oskol, a Russian Kilo-class hunter-killer.

The Type 23 followed the Russian boat as it sailed south past the eastern coast of the UK.

The submarine is heading for the Dover Strait, sailing on the surface – not uncommon for a diesel-electric submarine.

“Locating this submarine was a combined effort with NATO allies and shadowing such units is routine activity for the Royal Navy. We continue to escort the submarine as it conducts its passage, providing a visible presence,” said Kent's CO Cdr Daniel Thomas.



‘A wrench’ to leave Middleton

THE crew of HMS Middleton are back in the UK after seven and a half months on the minehunter in the Gulf.

The 45 sailors touched down at RAF Brize Norton in Oxfordshire where they were reunited with families and friends – leaving their ship in Bahrain in the hands of another Hunt-class crew, while they take charge of Brocklesby (in refit).

“The crew brought Middleton out to theatre

and it has been a wrench to leave her behind,” said CO Lt Cdr Milly Ingham

“The team have worked incredibly hard over the deployment and are now looking forward to some well-earned leave with their families.”

AB(MW) Dylan Bonas, on his first deployment, found it a positive experience. “I really enjoyed seeing various parts of the world on our transit out to the Gulf and thought it was a great experience.”



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Wheels meet again for HMS Ramsey

WITH the nation's standard hanging listlessly from HMS Ramsey's flagstaff on a calm summer's day in Douglas harbour, two Hawk jets from the Red Arrows streak past as they open this year's TT races.

The Faslane-based minehunter spent the duration of the 2016 bike contest on the Isle of Man, supporting the race and renewing ties with islanders after five months away in the Baltic on NATO duties.

Ramsey's sailors are regularly asked to help out at the world's most famous motorcycle race – partially thanks to their ship's ties with the island, partially thanks to their training in first aid and responding to fires and accidents.

For as well as being the world's most historic race, it's also among the most dangerous; five bikers died at the 2016 races chasing their dreams.

'Mad Sunday' is traditionally one of the more busy and eventful days on the island and crew from Ramsey were asked to supply medically-trained personnel to act as first aiders to cover the day.

Sub Lt Chris Fraser-Shaw was one of the medics and had to deal with numerous incidents during the day, including a high-speed crash where a motorcyclist came off his bike along the fastest section of the track in the mountains.

The motorcyclist was thrown off his bike, immediately hitting his head on the road taking his helmet straight off before continuing down the road and then being struck by the bike moments later.

Sub Lt Fraser-Shaw was on the scene in a few seconds and immediately went to the aid of the injured rider.

The motorcyclist had suffered a head injury as well as some damage to his hand and the junior officer began treating the wounds and assessing the patient for more injuries. After cleaning up the primary injury to the head it became clear that the rider was extremely lucky. Despite being dazed and rather sore, he was going to make a full and quick recovery – unlike his beloved bike...

Aboard the ship herself, the pace was rather slower as a procession of groups passed through the minehunter on tours: local Scouts, Sea Scouts and the Combined Cadet Force from King William's College.

ET(WE) David Hedley led a tour for youngsters from Braddan Community Hub, a centre for children with learning disabilities.

"It's great to be able to give young people a chance to see something that perhaps they had never seen before and may never get the chance to see again, although I hope that the relationship between us and the school can continue over the years," David said.

He showed them the bridge, operations room and all around the upper deck giving them an insight to life on board a warship.

Before leaving the island's water, the Faslane-based ship sailed into Ramsey Bay – about 15 miles up the east coast from Douglas – and sounded her horn as a mark of respect for the long-standing affiliation with the town.

"As I near the end of my time in command, I am tremendously proud to have brought HMS Ramsey alongside her spiritual home for such a superb occasion," said CO Lt Cdr Jim Blythe.

"It has been an extremely exciting and rewarding week for all members of my ship's company and has been the perfect opportunity to cement our links with the island."

Mersey's 'bean busy again

FROM Nature's unstoppable fury to humanity's insatiable appetite for pleasure and leisure – the crew of HMS Mersey have been treated to both on their Caribbean island-hopping adventure.

They measured up against some of the largest cruise liners on the Seven Seas and witnessed the devastation on Montserrat where large swathes of the island remain off limits following the eruption of the Soufrière Hills volcano 20 years ago.

Sailors were given the rare opportunity to look around the 'forbidden zone' when the patrol ship paid a three-day visit to Montserrat waters.

"Visiting the island's devastation highlighted the significant impact the eruption has had on Montserrat over the past two decades," said Surg Lt Thomas Clingo, Mersey's medical officer.

Before departing, the warship embarked eight personnel from the local police, customs and defence force for a covert patrol of the island's waters, while Mersey's engineering and navigational departments provided top tips.

Such co-operation with the local authorities continued 1,100 miles away in the Bahamas where the Royal Bahamian Defence Force were given a comprehensive insight into everything Mersey's 40 or so crew might be expected to deal with: fire, flood, breakdowns, providing medical assistance, launching her sea boats – insights made easier by the fact that a good number of the Bahamian officers had been trained at Britannia Royal Naval College in Dartmouth.

"It was fantastic to meet people from completely different backgrounds, to share experiences, swap stories and show the Bahamians what we do on board Mersey," said Sub Lt David King.

The visit to the Bahamas also gave Mersey's sailors some downtime to enjoy the sands and hotels of one of the world's most popular beach destinations.

The patrol ship was given a berth in an empty cruise liner port when she arrived, but soon found herself dwarfed by five mighty liners disgorging tourists, including the 110,000-tonne Carnival Freedom (a floating pleasure palace for 4,000 passengers and crew) and the 70,000-tonne Carnival Ecstasy ('only' home to 3,500 souls).



● Apache dawn... A gunship spins up at dawn ready for the first sortie of the day while engineers work on a Merlin further along Ocean's busy flight deck
Pictures: L(Phot) Ken Gaunt, FRPU East

Mighty O and the bad Duke

BRITAIN's flagship HMS Ocean has completed her part in the largest war games staged by NATO in the Baltic.

Over the past two weeks, the helicopter carrier has spearheaded not only the UK's involvement in Exercise Baltops, but also served as NATO's flagship – should the alliance be called upon to deal with real world events.

Otherwise, Baltops – this year in its 44th incarnation – is intended to keep the participating forces on their toes, hone their ability to fight alongside each other, and demonstrate collective resolve to protect the independence of nations with Baltic shores.

Baltops is one of the largest (4,000-plus personnel from 17 nations, more than 40 ships and submarines, 60-plus aircraft flying 90 sorties a day and an 800-strong international force of marines) exercises NATO runs – and among the most comprehensive.

After a gentle(fish) start in the Gulf of Finland, the exercise moved up a gear around the Swedish island of Uto, then reached full tilt off the Pomeranian coast of Poland, concluding with an assault on the ranges at Ustka, about 70 miles west of Gdansk.

In each stage – lasting three or four days – more than 100 different manoeuvres or actions were planned, everything from formation flying and sailing to be captured on camera for the media, to Ocean's Apaches spewing fire and fury from their cannon on Swedish ranges, fast attack craft causing havoc weaving between slow-moving minehunters which had to simultaneously fend off low-flying jets and convoys cautiously moving through minefields.

There was the impressive sight of the US Air Force's legendary B-52 bombers

dropping practice mines into the waters around the Danish island of Bornholm.

And there was the impressive sight of said mines being blown up by the minehunters of NATO's Standing Group 1, including HMS Pembroke.

There was the unusual sight of HMS Iron Duke playing the bad guy, leading a force of four German patrol boats, a Lithuanian warship and a tender determined to upset the actions of Ocean and the allied forces, harassing NATO vessels and stoking the flames of unrest by pumping out propaganda.

As flagship, Ocean found herself home to Italians, French, Germans, Spanish, Swedish and Americans, while her flight deck and hangar were filled with submarine-hunting Merlins from RNAS Culdrose, Royal Marines-carrying Merlins from Yeovilton, two RAF Chinooks from 27 Squadron, and four Army Air Corps Apaches.

While the latter gunships let rip on the ranges, the Chinooks and Merlins were called on to ferry Italian marines ashore, while Ocean's own landing craft deposited Royal Marines from the Commando Training Centre at Lympstone on to Swedish soil.

"Baltops is the exercise that just keeps giving; it's bigger and better each year," said Col Garth Manger Royal Marines, a senior operations officer.

"This year we had over 4,000 sailors and marines operating in 43 different ships from 17 nations, all honing their professional skills and making lasting partnerships.

"We left our footprint in the Baltic – moving from Estonia, through Finland and Sweden, and into Poland, then finishing in Germany. Our successful ability to operate with each other goes a long way in

showing our collective resolve to maintain the peace and security in which this area thrives."

For Britain's biggest warship, Baltops was most useful to her impending amphibious deployment when she leads the RN's Joint Expeditionary Force – Maritime to the Mediterranean in the autumn.

"The embarkation of helicopters from all three Services and Royal Marines, as well as Ocean's role as a command ship for NATO staffs, ensured that she benefited from developing her capability across the spectrum of war fighting disciplines," said her second-in-command Cdr Nick Wood.

They were, sadly, stymied somewhat on the final day of the exercise – the big set-piece landings at Ustka in front of military and political leaders – as low cloud grounded them; it fell to a mixture of British and American landing craft, amphibious vehicles and hovercraft to plug the gap – proving the ability of the international force to chop and change at the last minute – and still achieve its goal.

That was something which delighted the American vice admiral choreographing the entire two-week exercise, James Foggo III. He was impressed by the way different nations, with different equipment, different ways of working and different languages fitted together to make Baltops 2016 "extremely successful".

He added: "Similar to trust, you can't surge interoperability—we have to train together to operate together seamlessly. We are committed to Baltic security and have already started planning Baltops 2017."

With the exercise completed, most of the participating warships headed for Germany and Kiel Week, the world's largest maritime/sailing festival.





Ostenders

A ROYAL Marine cautiously peers around the corner of a college building in the Belgian port of Ostend: *is it safe to move out?*

This, thankfully, is not another terrorist attack in the Low Countries but a mock evacuation from a war-torn country – played out in real time and real locations across Flanders.

Royal Marines of Bravo Company, 40 Commando, from Norton Manor near Taunton in Somerset, were invited to join Belgian, German and Dutch comrades in a five-day test of their abilities to deal with urban warfare and evacuate 350 civilians to safety from hostile territory.

40 Commando have a year's training to prepare them for the role of lead commando group – the Royal Marines unit the government can call on at immediate notice in the event of an international crisis.

For the sake of Exercise Storm Tide 3, western Flanders became the fictitious

land of Canaria, with scores of people requiring rescuing as conflict swept through – just the sort of thing a lead commando group is expected to do.

With 1,800 Belgian troops deployed on the streets of the country for security reasons following the atrocities in Brussels back in March, the host nation's involvement was scaled down – while international input stepped up.

In all, some 2,000 personnel were committed over the five-day exercise, bringing with them four Hercules transporters, 15 helicopters, Dutch Viking armoured vehicles – like those used by the Royal Marines – and the Dutch assault ship Rotterdam.

The bulk of Storm Tide 3 was focused around the port of Ostend – hallowed soil for Royal Marines who fought here in 1914 and 1918 – with a second stage in the city of Kortrijk, about 30 miles inland.

“For my company it's an exceptional

opportunity – it gives us the chance to exercise alongside our international partners in a complex, real-time environment,” said Maj Tom O’Keeffe, Officer Commanding Bravo Company.

“We’re training in a real city with real civilians, resolving complex problems which is a real test of our most junior leaders.”

The streets of both cities echoed to the crackle of rifle fire (blanks...). In Kortrijk, fighting raged around the K shopping mall – slightly larger than Plymouth's Drake Circus – the central library, civic theatre, town hall and railway station.

And Ostend was subjected to assault by land, sea and air with an amphibious landing near the casino to seize the neighbouring harbour and airport – so Hercules could land and evacuate large numbers of civilians.

There were also clashes in a college, the stadium of KV Oostende FC, and the city's most popular park and grounds.



Pictures: PO(Phot) Dave Gallagher, 3 Cdo Bde



CHF family all home

THE wings of the Royal Marines are all finally home as the last of its new Merlin helicopters flew into Yeovilton.

After a few years ‘in exile’ at RAF Benson, the Commando Helicopter Force family has been reunited with the very last battlefield Merlin to be transferred from the air force – airframe number ZJ131(P) – marking the final chapter in 845 Naval Air Squadron's long-awaited and meticulously-planned move.

The squadron re-formed in July 2015 after it completed its shift from the veteran Sea King to its much more modern and powerful successor.

845 couldn't return to CHF's long-standing home, however, until the last Jungle Sea King squadron had stood down (end of March) and vacated its hangars and office block (June).

Although the force is now back together, the transformation isn't yet complete.

The Merlin needs an upgrade to the Mk4 to be fully ready for operations at sea (25 Mk4s with folding rotor blades and tails will be delivered between 2017 and 2020), while air and ground crews need to re-learn the art of operating at sea having spent much of the past 15 years flying over the sands of Iraq or Afghanistan.

Smitten by kitten

TIME to ratchet up the cuteness factor, courtesy of one kitten, one Merlin helicopter pilot, one BMW, one car bumper and a 300-mile journey from Birmingham Airport to Culdrose.

This is Tigger, the new (and unplanned) mascot of 814 Naval Air Squadron, adopted by the Cornish fliers when he was discovered hiding in Lt Nick Grimmer's bumper.

The 32-year-old pilot heard “very quiet meowing” coming from his car – and began to investigate.

It was only when the rear bumper was removed (with the help of 814's AETs) that the cause of the noise was found: a tiny tiger-striped kitten.

“He must have had a long journey but remarkably is unharmed. I am never late for work and was left with no option but to take my new friend in with me,” said Nick.

His squadron comrades immediately christened the cat Tigger as they launched a social media campaign to try to find his owners.

If that fails, 814's CO Cdr Brendan Spoors has offered to adopt the moggy.

Picture: PO(Phot) Paul A'Barrow



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Caribbean classroom

TWO small patrol boats speed across the turquoise seas during another day of tropical teaching by Royal Navy personnel.

The two vessels are being monitored by their RN instructors aboard the mother ship.

Over four weeks, 22 marine police officers from the UK Caribbean Overseas Territories developed and improved their knowledge of handling small vessels, learning a variety of tactics, techniques and procedures to help with maritime security patrols.

A further 12 officers from the Royal Turks and Caicos Police Force Marine Unit were taught engineering and maintenance procedures and practices.

The courses were delivered by the Royal Navy International Maritime Training Team as part of a project between the Royal Turks and Caicos Police and the UK Defence Section in Jamaica.

WO2 Martin 'Wolfie' Power, officer in charge of the five-strong IMTT, said: "This training is very important in the global challenge of securing international maritime borders and for enhancing relations between the UK and UK Overseas Territories."

"These opportunities allow the maritime defence community like RTCIPF to develop skills on their own equipment, realise their potential and thus improve understanding. Ultimately it results in greater efficiency and effectiveness."

The training, which operated out of the marine branch headquarters at Long Bay, Providenciales – an island in the northwest – included personnel from Anguilla, Bermuda, the British Virgin Islands, Montserrat and the Turks and Caicos Islands.

Commissioner of the Royal Turks and Caicos Islands Police James Smith said: "The training will enhance officers' knowledge when manoeuvring and operating the vessels at night and



● Navigation instructors WO2 Martin 'Wolfie' Power and CPO(MW) Nick Dewing
Pictures: Al Hurley



● CPOWtr Allan Hurley, Assistant to the Defence Adviser Caribbean and WO2 Power with students celebrating with their certificates

during inclement weather which can better their skills, especially during search-and-rescue operations."

Turks and Caicos Islands Governor Peter Beckingham said: "I welcome this training programme which, in addition to the year-round presence of a Royal Navy vessel in the Caribbean, is evidence of the commitment to national security that the

UK provides to the Turks and Caicos Islands and the other Caribbean Overseas Territories."

The project was jointly funded by the UK's Conflict, Security and Stability Fund, as well as the UK MOD's Defence Assistance Fund.

Turks and Caicos is an archipelago of 40 low-lying coral islands, southeast of the Bahamas.



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Gold Rover steps (all 699 of them) to final victory

RFA Gold Rover marked her final visit to St Helena by winning a football competition held to mark the island's national day.

As well as football, the crew hosted tours for children, lunches for guests, a dinner party for the Governor and carried out charity work on the British Overseas Territory.

The ship arrived in time for the island's national day and entered a five-a-side football team into the competition.

The games took place in Jamestown at the bottom of the 699-step Jacob's Ladder, one of the Seven Wonders of the Atlantic island.

Eight teams took part, with Gold Rover beating The Douchebags 7-0, and Leicester Wannabes 2-1 and drawing 1-1 with Zulu FC to progress to the semi-final stage.

Lying in wait for them were the West Raiders. Gold Rover managed to hang on for a 2-1 win to set up a final against tournament favourites White 'n' Whites.

Prior to the final PO(C) George Wrightson presented a hand-painted plaque to their fellow finalists.

The final saw White 'n' Whites take the lead twice before being pegged back to 2-2 with a minute to go. A frantic last 30 seconds saw Gold Rover hit the post and White 'n' Whites denied by a point-blank save from Carl 'the cat' McGowan. The match finished 2-2 so the dreaded penalty shoot out was next.

Harkup, McGowan and Wrightson scored for Gold Rover and with the score at 3-2, McGowan pulled off the decisive save that



left Jamie McCulloch to step up and secure the win 4-2 on penalties.

Sixty children from three primary schools – Pilling, Harford and St Pauls – visited the ship for a tour, along with pupils from Prince Andrew secondary school.

A 90-minute tour of the ship was delivered by the Navigating Officer, Duncan MacColl.

The visitors enjoyed getting into the lifeboats, being on the bridge and sitting in the Captain's chair with his hat on, but they were really impressed with the guns.

Commanding Officer Capt Philip Hanton RFA hosted lunches for guests, including the harbourmaster and head of customs and also a dinner party, which included Her Excellency Lisa Phillips, the recently sworn-in Governor of St Helena.

A number of the ship's crew helped prepare a new garden at SHAPE, a charity which provides support for vulnerable

adults. Personnel prepared a new vegetable garden, helped with maintenance on a pulp machine and moved paper to a recycling centre.

There was also some painting required at a care centre for the elderly a few miles from Jamestown.

Members of the ship's crew attended an official reception hosted by the Governor at Plantation House. She said how proud she was to become the first female governor of St Helena.

Capt Hanton said: "After 44 years at sea I finally managed to visit St Helena. I had been denied three times during my career but as soon as I got the phone call to take over Gold Rover in the South Atlantic for my last-ever trip at sea before retiring my first thought was: Is she going to St Helena?"

Gold Rover, which was built in 1974, is returning to the UK later this year before being retired.



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YOU probably don't recognise this avuncular chap posing for his portrait.

But a century ago, this face was as famous as George V, General Douglas Haig, Jellicoe and Beatty, VC winner Jack Cornwell, or Charlie Chaplin.

Our dip into the Imperial War Museum's photographic archives takes us to the dark summer of 1916, when the death of one man, Capt Charles Fryatt, stood out amid a sea of fatalities at the front.

Each week, the merchant skipper ran the gauntlet of Germany's blockade in the North Sea, skipping merchantmen between Harwich and Rotterdam and the Hook of Holland.

Unlike a generation later, the Germans had respected the Netherlands' neutrality, but their occupation of most of Belgium and its coastline meant the German Navy could harry any trade with Britain.

And harry it Kaiser Bill's war machine did. Twice in one month,

March 1915, U-boats tried to intercept Fryatt's vessels: the SS Wrexham outran its attacker after a 40-mile chase and reached Rotterdam, her funnels burned as she steamed two knots faster than intended.

Later in the month, another German submarine tried to intercept Fryatt as he skippered another vessel.

At the month's end, U-33 tried her hand as Fryatt crossed the North Sea in the SS Brussels, making for Rotterdam.

Aboard the boat, on one of her first patrols, *Kapitänleutnant* Konrad Gansser ordered Fryatt to stop his ship and surrender.

Far from stopping, Fryatt ordered full steam ahead, determined to ram – and sink – the German boat.

Firing rocket flares to suggest his vessel was armed, Fryatt bore down on U-33, which crash dived and narrowly avoided being hit.

The Admiralty had ordered all merchant skippers to act like a U-boat. In recognition of Charles Fryatt's actions, they presented him with an inscribed gold watch. The gift would prove to be his nemesis.

It remained on him throughout his service, including when he took the Brussels across the North Sea again in June 1916.

This time the steamer was intercepted on her return journey by at least five German torpedo-boat destroyers. Fryatt could not outrun them and the ship was escorted first to Zeebrugge, then Bruges.

After nearly a month's internment in Berlin, Fryatt was transferred back to Bruges to face trial; as a civilian he had taken up arms against Germany by trying to run down a submarine (never mind the fact that the U-boat was attempting to sink his vessel).

His trial in the city's town hall was a brief affair. It lasted a day, with the inscribed watch from the Admiralty (pictured above) proving a key piece of evidence for the prosecution.

Throughout Charles Fryatt



simply protested: "I have done nothing wrong."

At 4pm, the court passed judgment: guilty, a ruling confirmed immediately by the Kaiser – and carried out around 5pm when the 43-year-old merchant skipper was tied to a post in the prison courtyard and faced a firing squad. His body was riddled with at least 16 bullets.

The Germans made no secret of Fryatt's fate – they announced it. Ludwig von Schröder, the senior German naval officer in Flanders, declared Fryatt had been shot and "he has thereby atoned for a ruthless crime, belatedly, but justly".

The world saw it differently. Not just the warring nations but neutrals too regarded Fryatt's execution not as punishment but murder – and the middle-aged seafarer became another cause to rally around, his death one more case of German 'frightfulness'.

Artillerymen chalked up shells addressed to 'Capt Fryatt's murderers'. A memorial was erected at London's Liverpool Street Station. There were medals and decorations from the Belgians. Commemorative postcards

and a silk portrait (pictured left) produced. A hospital was renamed in his honour, as was a pub in Parkeston, a street in Zeebrugge and an 11,000ft peak in Canada's Columbia Mountains.

George V wrote a letter of condolence to Fryatt's widow, who was awarded a pension of £350 a year – £130,000 in 2016.

Her husband's body was exhumed at the war's end ahead of a funeral with full military honours at St Paul's and interment at Upper Dovercourt, near Harwich.

The Germans never apologised; a post-war board of inquiry even upheld the 1916 verdict. And no German ever faced British justice over the execution.

As for the U-boat Fryatt tried to sink, no-one ever caught U-33; she sent more than 80 vessels – just shy of 200,000 tonnes – to the bottom before she was surrendered to Britain in early 1919.

■ This photograph (EPH 3666) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwmcollections.org.uk, emailing photos@iwm.org.uk, or by calling 0207 416 5333.

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Maj Gen Rob takes charge

WITH 27 years service in the Corps, Maj Gen Robert Magowan chats with fellow green berets at the commandos’ spiritual home as he takes over as their senior officer.

Outgoing Commandant General Maj Gen Martin Smith handed over the keys of his office after two years in charge to his successor in a ceremony at the Commando Training Centre RM in Lympstone.

Watched by the Commandant Generals of the US and Dutch Marine Corps (Gen Robert Neller and Brig Gen Frank Van Sprang respectively), Maj Gen Smith said he had enjoyed the “enormous privilege” of leading the Corps – which includes the world-famous pageantry of the RM Band as well as the men who wear the legendary green beret – and playing “a small part in conditioning the environment which sets our Marines up for success. As 352 years of history reminds us, this is very much a work in progress.”

His successor – the 65th officer to hold the post – joined the Corps back in 1989 and has served in Iraq and Afghanistan, led 30 Commando Information Exploitation Group, and held a series of senior appointments in the UK and abroad.

He said the RN as well as the RM faced an “enticing era of change” from the arrival of the Queen Elizabeth-class carriers to closer ties with Royal Marines Cadets and the increasing merger of the Royal Marines Association and Royal Marines Charity for the direct benefit of the whole Corps family – and much more.

“There are challenges to overcome, but that is normal and we must be comfortable with it,” he said. “These are challenges that we will face as a Naval Service and also in close concert with our allies, not least the US and Royal Netherlands Marine Corps. I feel honoured that their Commandants are present here today – it sends a powerful message of mutual strength and support.”

As well as Commandant General RM, Maj Gen Magowan is also Commander United Kingdom Amphibious Forces, and commander of EU Naval Force Somalia. Picture: LA(Phot) Caroline Davies, FRPU West



picture: l(phot) paul hall, frpu east

95 BPM

THIS is going to be quite some drum roll... More than 40 of the Royal Marines Band's drummers line up ready to strike stick against skin on London's most famous parade ground: Horse Guards.

Over two nights, 240 musicians – pretty much the entire trained cadre of the Royal Marines Band – staged Beat Retreat in the heart of the capital, as they do every two years, all to celebrate the birthday of their Captain General, Prince Philip.

The 95-year-old was guest of honour on the second night of the military musical spectacular, which this year saw 100 Royal Marines Commandos step on to the sprawling parade ground alongside their musician brothers and sisters to demonstrate their drill skills.

That was not the only new addition to the 500-year-old event – but it was the only one the 8,000 or so-strong audience were probably aware of.

A few days before, on the grass at HMS Excellent, many of the intricate manoeuvres and marches were practised repeatedly by the performers (to the delight of youngsters at the neighbouring nursery).

For the first time, those moves were recorded by a camera drone, buzzing over and around the playing fields.

Its footage was scrutinised by Principal Director of Music, Lt Col Nick Grace, and his team from every angle to ensure the 60-minute marching display was executed to perfection.

“The Massed Bands of Her Majesty’s Royal Marines is an impressive ensemble,” said Lt Col Grace. “We work hard to ensure the music is excellent but it is another considerable challenge to ensure that such a large band maintains its straight lines and immaculate drill.”

“The drone footage gave us a unique perspective and another level of understanding of what was going right – and what was going



wrong. Notwithstanding the training use, the images are fantastic and a wonderful record of this marvellous ceremonial spectacle.”



Among those being marshalled by the tiny eye in the sky, 21-year-old Msn Ben Elliott, still under training at the RM School of Music, but selected to take part in the event.

“I was excited to be given this fantastic opportunity to perform with the massed bands at this major event. Rehearsals went very well.”

“My family all had tickets – my parents have been attending since before I was born which made this opportunity even more special.”

Within minutes of the Ceremonial Sunset on the second night, as the applause of the crowd was fading, the Portsmouth Band were on their way home... so they could board HMS Bulwark in the small hours, perform on her flight deck as she sailed past Round Tower, and perform in the windswept Orkney Islands for the 100th anniversary of Jutland (see pages 22-25).





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Navy take



● From left, PO(Phot) Carl Osmond won the Global Operations Category with his image of Royal Navy Medical Assistant Morwenna Nichols caring for four-year-old Milako Izic after he had been rescued in the Med and taken to safety aboard HMS Bulwark; LA(Phot) Stephen Johncock was highly commended in the Royal Navy Photographer of the Year category for his portfolio which included a Medical Technician at work for a Royal Navy recruitment campaign; LA(Phot) Caroline Davies was also highly commended in the Photographer of the Year award for her portfolio, which included this image of HMS Monmouth departing Devonport



● Royal Marines WO1 Richard Wright won The RN Amateur Open Category Award with his Commando Spirit entry; Above right: L(Phot) Paul Hall won the Royal Navy Royal Marines Charity Family and Friends Award with this homecoming image; Right: LA(Phot) Iggy Roberts received the Spirit of Diversity Award with his image from the Remembrance Sunday ceremony at the Cenotaph in London



● Left: LA(Phot) Joel Rouse's image from the Californian desert won him the Navy News People's Choice award; Right: Tom Gregory won the Sea Cadet Amateur Open Category Award with this image of TS Royalist; Below right: Bethanie Mason was highly commended in the same category; Below: Lt Jamie Weller's portfolio, which included this image of a CHF Green Merlin in the USA, earned him the RN Amateur Photographer of the Year Award



● Below: CPO(AET) Steven Wilson was commended in the RN Amateur Photographer of the Year Award for his portfolio, which included this image of a Lynx



● Below, from left, PO(Phot) Si Ethel won the Maritime Air Prize with his image of Wildcats from 847 NAS exercising in Norway; LA(Phot) Jay Allen's image from HMS Bulwark won the Best Professional Image in Show category; LA(Phot) Simmo Simpson's photograph of HMS Dauntless won the Best Maritime Image prize



ROYAL Navy photographers who deploy with warships and commando units worldwide have been recognised for their talent, dedication and creativity at the annual Peregrine Trophy awards – the Service's equivalent of the Oscars.

Accolade of Photographer of the Year goes to LA(Phot) Will Haigh, whose portfolio included images from HMS Lancaster on deployment, 40 Commando, and Royal Marines boxing.

Will, 31, who starred in Coronation Street as a teenager, joined the Royal Navy as a mine warfare rating before transferring to the photographic branch in 2011.

He spent two years with the Royal Marines of 40 Commando, near Taunton, which took him to Albania, Jordan, France, Saudi Arabia and the west coast of Africa, before transferring to his current base at Faslane in Scotland.

Will said: "I was really surprised to win but it's an honour and a privilege to be recognised alongside previous winners."

The Calumet Peregrine Trophy awarded to the section or unit submitting the best portfolio of six images of Service-related subjects, was won by Fleet Regional Photographic Unit (East) based in Portsmouth for an entry which showcased Service life.

Unit manager PO(Phot) JJ Massey said: "I'm over the moon that FRPU(E) won; the images this year from every photographer were such an amazing standard."

"Royal Navy photographers spend a lot of time away from home but this never dulls their

passion for photography and I can honestly say it shows in this year's competition."

This year readers of Navy News were asked to select the winner of the People's Choice Award, opting for LA(Phot) Joel Rouse's stunning nighttime picture of a Royal Marines' Viking amphibious vehicle in the Mojave Desert during Exercise Black Alligator.

LA(Phot) Iggy Roberts was awarded the Mark Hipkin prize for continuously demonstrating a high level of dedication and enthusiasm for the branch and wider Royal Navy.

The award is made annually in memory of PO(Phot) Mark Hipkin, who tragically died in a car accident returning from duty. Mark was an inspirational individual who lived life to the full and always used to say that he was 'living the dream'.

Each one of the 41 photographers in the Royal Navy joined as an ordinary sailor in a different trade such as a logistics, engineering or warfare specialist. After excelling in their chosen field they can then apply to join the elite photographic branch.

photographers centre stage



● Main image: L(Phot) Nicky Wilson's image of Type 23 frigate HMS Somerset helped the Fleet Regional Photographic Unit (East) win the coveted Peregrine Trophy

● Below: One of the images which earned LA(Phot) Will Haigh, pictured left, the title of Royal Navy Photographer of the Year

The select few then work with the Royal Navy and Royal Marines on deployments anywhere in the world – from Antarctica to Norway's Arctic Circle, from the UK to the Far East – taking pictures of maritime operations, personnel at work and demonstrating all aspects of Service life.

Each year the best of these images are showcased at the prestigious annual Peregrine Trophy awards – which this year was held on board HMS Bulwark in London.

The winners received their prizes from First Sea Lord Admiral Sir Philip Jones.

Open to every member of the branch, as well as amateur photographers across the Royal Navy, Royal Marines and Sea Cadets, there were 255 entries in this year's competition.

Their work was judged by Eleanor Montague of the BBC, Dom Baker of E3 digital marketing and advertising agency, Panay Triantafyllides, Defence Imagery picture editor, and Jo Power of the Directorate of Defence Communications.

Head of the Royal Navy

Photographic Branch Capt Ian Stidston said: "This competition confirms how much exceptional talent and professionalism we have in the Navy's photographic branch – and also the amateur photographers who have taken some brilliant photographs."

"I could not be more proud of the Navy's photographers who have managed to capture compelling still and moving images that vividly tell the story of the Royal Navy and Royal Marines on operations."

The Peregrine Trophy dates back to 1961 and is named after the now-closed HMS Peregrine Royal Naval Air Station at Ford in Sussex.

The awards' primary purpose is to encourage the production of eye-catching, powerful imagery that can be used in the media to demonstrate the Royal Navy and Royal Marines' operations.

Other award winners were:

- CGRM Prize: Mobile News Team, PO(Phot) Carl Osmond
- Best Professional Image in Show: (LA) Phot Jay Allen
- Best Maritime Image Award: (LA) Phot Simmo Simpson

■ Maritime Air Prize: PO(Phot) Si Ethell

■ Global Operations Category: PO(Phot) Carl Osmond

■ RNRMC Family and Friends Award: L(Phot) Paul Hall

■ Spirit of Diversity Award: LA(Phot) Iggy Roberts

■ RN Short Form Digital Story Telling Video Award: PO(Phot) Si Ethell

■ RN Video Production Award: LA(Phot) Joel Rouse

■ RN Amateur Photographer of the Year: Lt Jamie Weller

■ RN Amateur Maritime Image Award: Lt Jamie Weller

■ RN Amateur Open Category Award: WO1 Richard White

■ Sea Cadet Amateur Open Category Award: Tom Gregory, Sheffield Sea Cadets

For more Peregrine Trophy images, including all the winners' portfolios, see www.royalnavy/peregrine2016.

If you are recommended for Leading Hand/Corporal and wish to switch to the photographic branch, read **RNTM 026/16**.

Follow the work of the award-winning photographers on Facebook at **Royal Navy Photographers**.



RFA steps into the limelight

THE Royal Fleet Auxiliary has showcased the work of sailors and ships over the past year in the company of their staunchest supporters.

RFA Livery Day took place at HMS Excellent in Portsmouth and on board fast fleet tanker Wave Knight in the harbour.

The aim of the annual Livery Day event is to highlight the work done and successes gained by the RFA whilst also raising awareness and the profile of the RFA Service, RN and the wider MOD.

This year's event was hosted by RFA Head of Service Cdre Duncan Lamb RFA and attended by guests from the RFA's affiliated Honourable and Worshipful Companies, including representatives from the Honourable Company of Master Mariners and Worshipful Companies of Carmen, Cooks, Fuellers and affiliated organisations.

The day began with a tour of Phoenix Training School on Whale Island to see where RFA and RN personnel are trained in firefighting and damage-control techniques.

John Bainbridge, past Master of the Worshipful Company of Fuellers, said: "It is evident from this morning's tour that training in damage control and firefighting techniques are a high priority and being maintained to the very highest standards within the Naval Service."

Guests then convened to the Excellent wardroom for a buffet lunch where they were welcomed by Cdre Lamb and his hosts.

The spotlight then shifted to RFA Wave Knight in the Naval Base, where the visitors were welcomed on board by Commanding Officer Capt Peter Selby RFA and were given briefings and presentations on the RFA contribution to global afloat support from Captains Kevin Rimell and Sam Shattock RFA.

In closing, Cdre Lamb said: "Thank you all very much for attending today."

"Livery Day is one of the highlights of the RFA calendar and a tremendous opportunity to renew old acquaintances and introduce those not familiar with the RFA to our role within the Naval Service."

Commanding prospect

A NEW £9 million exhibition charts four centuries of Naval history and the role of Chatham in creating ships for the Royal Navy.

Command of The Oceans features timbers from a pioneering warship, HMS Namur, which fought at key battles in the golden period of the Age of Sail during almost 50 years of service and was the first to feature a stronger round-bow design.

Almost 250 massive timbers from the ship – which was at one point commanded by novelist Jane Austen's youngest brother Charles – were discovered in 1995 under the floor of the Dockyard's Wheelwrights' Shop, where they had lain undisturbed for more than two centuries.

They have since been preserved while research on the ship helped create her story.

Part of the new galleries are devoted to personal items and objects from the Invincible, an 18th Century French warship captured by the Royal Navy in 1747, whose collection also goes on show for the first time.

Command of The Oceans is a permanent display at the Historic Dockyard Chatham, which is the most complete dockyard from the Age of Sail to survive anywhere in the world.

www.thedockyard.co.uk/

Training in the spotlight

A CONFERENCE at HMS Collingwood this month is to examine the successes and challenges of leadership and development training in the Navy.

Military and civilian personnel will examine how leadership and development is approached across industry, with guest speakers from key organisations.

Although the Royal Navy is not a business in the strictest sense of the word it is hoped the conference will provide a useful insight into how businesses use leadership and development to get ahead of their

rivals, and to demonstrate to their employees how much they are valued.

Among the successes celebrated at the conference will be the role of the NETSO (Navy Education and Training Service Officer) with ships and units.

The conference, on the theme of Successes and Challenges: Strategy versus the Reality, will be staged at Collingwood Hall on Thursday July 21.

Flag Officer Sea Training (FOST) Rear Admiral John Clink is expected to attend the event.

Army engineers opt for Navy life

SWAP green for blue, change REME to RN and what have you got?

A steady stream of well-qualified military engineers who are looking for a new challenge – and are being welcomed with open arms by the Senior Service.

A new initiative has seen a couple of dozen soldiers who have reached a key decision point with the Army decide to see what life is like in the Senior Service.

Some are just starting the journey, others are well down the line, but all will follow a similar path.

Most are at sergeant level – a few are corporals – and all applicants so far have CVs that more than fit the bill, according to WO1 Sam Vollenine, WEGS assistant branch manager.

Generally in their 30s, with 12-15 years of engineering experience, the switch from Army to Navy is proving relatively painless for both parties – they come in with parity in terms of pay, length of service and terminal date, and the Navy is getting "a good calibre of engineer coming through – we are happy to take them!" said WO Vollenine.

Once a soldier's application has been accepted, and the Royal Navy offer is agreed by the individual, a date is set for a bespoke three or four-day introductory course at HMS Raleigh to introduce them to the ways of the Navy.

They are then loaded onto a five-week POs' leadership course at HMS Collingwood



PO Colin Chalmers (left) and PO Mick Abley in the Watt Building at HMS Sultan

Picture: L(Phot) Sean Gascoigne

where the ethos of the Navy and its divisional system are picked up before they move on to their engineering course proper, either at Collingwood or Sultan.

Their career path then depends on whatever sub-specialisation they choose within the weapon or marine engineering branch.

For PO(ET) Colin Chalmers the switch to the Navy has presented an exciting new challenge, and instead of working on land vehicles he is hoping to work with diesels on Type 23 frigates at sea.

"I wanted to stick with what I knew, but build on it, and the Navy offered that opportunity," said Colin, who found the Raleigh course straightforward and is now coming to terms with

divisional administration.

"This is brilliant – it is very different to the Army, but I feel I have a bit more independence here."

Fellow transferee PO(ET) Mick Abley has a similar career record to Colin, training as a vehicle mechanic in the Army, and joined Raleigh in May.

He said he has enjoyed Navy life so far, and is tempted to opt for Type 45s – "I am looking forward to my first sea draft," he said.

He is still coming to terms with some of the details of life in a dark blue suit, including performance on the parade ground.

"There are some differences, with drill," he said. "I can't help stamping my feet..."

Georgia on his mind

WHILE most personnel at Navy Command HQ were cheering on the Brits at the Invictus Games in Florida, one man was plotting a route to success for a team from eastern Europe.

Civil servant Richard Osborne is head coach at the Portsmouth Sitting Volleyball Club, having become involved when a friend lost her legs to blood poisoning.

When the first Invictus Games took place in London in 2014 Richard was asked to

help teams without a specialist coach, including Australia, New Zealand and Georgia.

Georgia had never played competitively, having assembled weeks before for the Games, and after some basic techniques Richard was asked to coach them.

Beyond expectation the team reached the semi-finals, narrowly losing to GB in front of 7,000 spectators, and finished fourth.

Richard visited Georgia twice last year for week-long

workshops, and in between he relies on social media, uploading filmed drills to a private library on Facebook and analysing film of matches by the same method.

Richard flew out to Orlando to meet the squad before this year's competition, and after a couple of days' training the team beat three teams in straight sets to bag a place in the semi-finals – against Great Britain once again.

And despite a tough three-match set the Georgians were again thinking of what might have been, although their efforts won praise from Prince Harry, who had been watching the match with the nervous British camp.

But there was a happier ending for the Georgians in the bronze-medal play-off as they saw off the Netherlands in straight sets to finish on the podium.

But there was more to come – the team was recognised for its outstanding display and for best encompassing the Invictus spirit by receiving the 'Above and Beyond' award.

"I cannot think of a more deserving group to be honoured with it," said Richard.

"It has been an amazing adventure and I am so proud of my team for their hard work, fortitude and endurance over the last few months."

The squad and their coach are now looking to Toronto 2017 and another tilt at gold.

Cloudy with the chance of a Chinese frigate...

SO AS a Brit, what do you do when you encounter a stranger and need to pass the time?

That's right, you chat about the weather.

HMS Somerset met up with brand-new Chinese warship Xiangtan and escorted the frigate through the Dover Strait as it headed from the Middle East to Germany to take part in Kiel Week.

Having established communications and exchanged formalities, the Chinese vessel – only commissioned into the People's Liberation Army Navy in February – requested a weather forecast from the Plymouth-based British frigate.

Somerset – the Fleet Ready Escort, the ship at immediate notice to sail on missions in and around home waters – duly obliged. Being mid-June in the UK it was, naturally, unsettled...

"This was the second Chinese naval group to enter the Channel within the last eight months and duties of this type are routinely conducted on passing warships from non-NATO navies," said Somerset's Commanding Officer Cdr Michael Wood.

"It signals the Royal Navy's readiness to provide security at sea while being minded to promote friendly partnerships with others."

See next month's edition for a report from HMS Somerset.



From left, Pat Cadman, PO Sam Kimberley and Cdre Annette Picton

Big money at launch

BIG money was in the air when a special appeal was launched to mark the centenary of the formation of the Women's Royal Naval Service.

In this case it was oversized coins, but organisers of the Commemorative Appeal are hoping to raise £20,000 to create a permanent reminder of the anniversary next year.

Naval Servicewomen, former Wrens, relatives and friends of women who have served in the Naval Service are being asked to support the initiative.

And to launch the appeal, former Wrens joined forces with women serving today at Navy Command Headquarters on Whale Island, Portsmouth, (pictured above) to illustrate the appeal's concept of donating at least £1 for every year of Service either in the WRNS or Royal Navy (post-1993) following the integration of women into the Service and its Reserve Forces.

The stone will feature distinctive women's uniform headwear – tricorn and sailor's caps, evolving over the past century to the styles worn today. The WRNS100 Project Team has commissioned stonemason Robyn Golden-Hann, from Andover, who has produced an artist's impression of how the Centenary Stone might look (below).

Impressed by the stone's design, former senior female Naval Officer Cdre Annette Picton said: "This is a really inspired idea. The design is clever and so evocative of the era. I think people will really take notice of this stone once it is in place."

"I fully intend on being present when it is dedicated as part of the Centenary celebrations in 2017."

Annette's Naval career spanned 31 years and she personifies the successful transition from Wren to Royal Navy officer, starting as a WRNS Cadet Entry Shorthand Writer and eventually moving across to WRNS Officer training at Dartmouth.

Also present at the launch was Pat Cadman, 88, from Southsea – formerly LWren Capewell – who served in the WRNS Supply Branch in the Stores Department at both HM Naval Base Chatham and HMS Vernon in Portsmouth.

Joining Pat and Annette in giving pounds towards the stone was former Wren Radar Plotter Janet Crabtree, who was commissioned to Third Officer WRNS during her seven years of service since joining in 1973.

Representing the present Naval Service were Cdr Jane Allen RNR, the NCHQ Coordinator for WRNS100, PO Sam Kimberley, a Naval reservist working for Commander Maritime Reserve and LWtr Heather Pepprell, a career manager in Portsmouth.

Cdr Allen said: "This stone really is a celebration of the female contribution to the Naval Service."

"It marks the centenary of the formation of the Women's Royal Naval Service, acknowledges the ground-breaking social changes that women in the military have achieved since 1917, and raises awareness of the breadth and wealth of opportunities for females in the Royal Navy today."

"I do hope that both those who have served and those who wish to contribute will dig out their pound coins, and notes, and donate towards this special stone which will provide a focal point in the grounds of Portsmouth Cathedral when it is unveiled in November 2017."

Details of how to donate can be found online at www.royalnavy.mod.uk/WRNS100, and see www.WRNS100.co.uk for more details of centenary celebrations.





● Personnel from HMS Sultan gather at Timespace for a ceremony
Pictures: LA(Phot) Nicky Wilson and LA(Phot) Dave Jenkins



● Personnel marched along the seafront at Gosport; First Sea Lord Admiral Sir Philip Jones visited Sultan for Ceremonial Divisions



Celebrations at engineering centre of excellence

Sultans of swing

PERSONNEL from HMS Sultan celebrated the base's 60th anniversary with a Freedom of the Borough march through Gosport.

The Marine Engineering Branch of the Royal Navy, based at Sultan, was awarded the Freedom of the Borough of Gosport on April 17 1975.

Following a short reaffirmation ceremony at the Timespace, sailors from Sultan exercised their right as Freemen of the Borough to march through the town with swords drawn, bayonets fixed, drums beating, bands playing and Colours flying.

It was just one of many events to mark the 60th anniversary of the commissioning of Sultan.

A few days earlier First Sea Lord Admiral Sir Philip Jones visited Sultan for the base's Ceremonial Divisions.

Admiral Jones said: "Today, we celebrate the achievements of all those who have worked and trained here during the past 60 years. But we also reaffirm the growing

importance of HMS Sultan's place in the Royal Navy's future.

"We are on the cusp of another, equally exciting, technological age. Within a few years, marine engineers under training today will be serving in the largest aircraft carriers and most powerful submarines we've ever built. Within months, the air engineers will be working with the world's most advanced fifth-generation fighters.

"But by far the most impressive factor – the single most critical factor in our technological future – is you. Staff or student, civilian or military, the Royal Navy has never been more dependent on engineers or the training that happens here at HMS Sultan."

On completion of the parade, the Admiral saluted the platoons and the Royal Marines Band Collingwood as they marched past.

The Freedom parade saw the Lord Lieutenant of Hampshire Nigel Atkinson and the Mayor of Gosport Cllr Mrs Lynn Hook inspect the front rank of the Guard, the HMS Sultan Volunteer Band and the base's Royal Navy Cadets.

A welcome address from the mayor was followed by a response from Sultan's CO Capt Trevor Gulley, before a short service of commemoration, led by the Reverend Canon John Draper.

The civic procession paraded along the promenade and up through the High Street to the Town Hall where the salute was taken by the mayor.

Cllr Hook said: "We have always experienced an excellent rapport with HMS Sultan and I would like to thank them for the time and effort they have given at civic events and for the wonderful events they have put on for the benefit of the community."

Capt Gulley said: "It's hugely symbolic that we've been marching through the borough to mark our 60th anniversary. As an establishment, we are immensely proud of the important role that HMS Sultan plays, both as a centre of engineering excellence and in serving within our local community.

"With technology evolving at an ever-increasing rate it's a very exciting time to be an engineer within the Royal Navy."

LATEST PENSION NEWS

New survey shows almost half of Serving Personnel are dissatisfied with their pension benefits.



The 2016 Armed Forces Continuous Attitude Survey carried out by the MoD shows 45% of Personnel are dissatisfied with their Armed Forces Pension benefits. Dissatisfaction has risen to an all-time high level.

FPS CONTINUES TO GROW

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navygraphics 16/0582

FROM STREET TO FLEET



BATTERY'S INCLUDED

LOVE the smell of rocket fuel in the morning...

A US Marine Corps UH1-Y Venom gunship follows an AH1-Z Viper – both armed with rocket pods and both called in to make air strikes on the range at Camp Pendleton by the Navy's ultimate spotters.

The men who ensure Naval guns bring a storm of steel and fire raining down on enemy positions honed their accuracy on ranges on the east and west coasts of America.

It's thanks to 148 Battery Royal Artillery that shells from the 4.5in main guns of the Royal Navy came down with pinpoint precision on targets in Iraq and Libya as they guided sailors in the operations rooms of British warships.

The Poole-based unit, which is part of the Army but attached to the Royal Marines and made up of soldiers, sailors and commandos, is also expected to call in fire support from artillery, mortars as well as fast jets and helicopter gunships.

Among the various missions which 148 Battery's personnel may be called on to fulfil are sneaking ashore ahead of the bulk of the Royal Marines so that they can direct air strikes and Naval Gunfire Support in time for the main landing.

The battery's US Marine Corps' counterpart invited the Britons to California to spend a month at Camp Pendleton – the largest USMC base on the West Coast, roughly half way between Los Angeles and San Diego – making use of indoor and outdoor ranges on Exercise Burmese Chase (which featured neither Burmese nor chases).

Not only do the specialist spotters and attack controllers of 1st Air-Naval Ground Liaison Company (1st Anglico) have extensive ranges to call on – Pendleton covers an area of more than 125,000 acres, making it larger than the Isle of Wight – but they also have impressive 3D simulators (what the Americans call 'dry training').

"Camp Pendleton offers the perfect setting for the men of 148 Battery to

practise their skills, calling in joint fires from fast jets and helicopters, artillery, mortars and Naval Gunfire Support," explained Captain Luke Wadman RA.

"1st Anglico do a really similar job to us so we've been sharing tactics, techniques and procedures."

Royal Marine Corporal Ian Maxwell, a Joint Terminal Attack Controller (JTAC) assigned to the battery, specialises in calling in air-to-ground support.

"The aim of the exercise is to conduct a joint fires integration training package with our brothers from the 1st Anglico. We have learnt a lot from each other and continue to develop our skill set," said the 34-year-old from Fort Augustus, Inverness-shire.

And anything 148 Bty can do in California, they can do in North Carolina.

While their colleagues were in Camp Pendleton in California, honing their observational skills guiding guns and airpower on to targets on the ranges...

...a second detachment from the battery were in Camp Lejeune in North Carolina, honing their observational skills guiding guns and airpower on to targets on the ranges.

Lejeune is the east coast counterpart of Pendleton. But bigger. By about 30,000 acres. Making it about the size of Merseyside. With 14 miles of beaches to invade.

Among the many units calling it home, 2nd Air Naval Gunfire Liaison Company – 2nd Anglico – who do everything their comrades at Pendleton do, just around the lagoons and waterways of North Carolina.

They invited fire support teams from 148 Bty, plus the Dutch and French Marines Corps to join them for Jasco Blue, not a 1970s TV detective but a mixture of live and simulated fire missions (again a lot like Burmese Chase).

The focus was on spotting; having been landed by boats or parachute,

calling in mortar and artillery fires with air strikes from aircraft such as Apache gunships, A-10 Warthogs and F-18 Hornets.

The exercise culminated in the rare opportunity for British Joint Terminal Attack Controllers to work with an AC-130 Gunship – a Hercules armed to the teeth with Miniguns, 20mm Gatling guns (as on Phalanx fitted to RN ships), even a 105mm howitzer (that's the standard battlefield gun used by the commandos).

"It's an incredible asset not normally operated by a unit such as ourselves – and one of the aircraft that every attack controller wants to work with but never gets the chance...until now!" said a delighted LS(AWW) Tug Wilson, one of 148's JTACs.

148 is an Army unit – despite the mixblob nature of its personnel – coming under the banner of the Royal Artillery, who are celebrating 300 years of shelling the enemy this year.

To mark that milestone, the regimental baton has been travelling the world in keeping with the motto *ubique* (everywhere); wherever the gunners have been during the past 12 months, the baton has followed them.

So it was ferried around the waterways of North Carolina, carried on a USMC Huey helicopter, and an AC-130 during a gun salute, while the 148 guys had to lug it around during their training serials.

"Its history and significance proved to be of real interest to our international partners and the exercise itself proved to be another fantastic opportunity for the soldiers, sailors and marines of 148 Battery to work alongside our US partners," said Tug.

He and his comrades will have the chance to repay the US Marines' hospitality shortly when they invite 1st Anglico to the UK for some combined training on our ranges.

Any Naval personnel interested in serving in 148 Cdo FO Bty should contact CPO Derri on 01202 20342.



pictures: po(phot) dave gallagher, 3 cdo bde



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Tribute to heroes of WW2 Quorn...

MINE warfare specialist AB Conor Brown places a wreath at the foot of the grave of Yeoman of Signals Henry George Kernutt, killed at the age of 23 when HMS Quorn was lost 70 years ago.

Four sailors from the Portsmouth minehunter made the short Channel crossing to Normandy to pay their respects to those killed on the previous Quorn.

In June 1944 the wartime destroyer was assigned to the covering force safeguarding the invasion of Normandy from U-boat and surface attack.

Two months later, Quorn was still on station and, even though the fighting had moved inland, supplies of ammunition, food and spare parts still flowed to the front through the beaches of Normandy.

On August 3, Quorn was attacked by one of the Nazis' new kamikaze weapons – either a Linsen (a motor boat packed with explosives) or a Neger one-man submarine carrying an 18in torpedo – as part of a massed assault by the Germans on the invasion fleet.

Quorn's starboard side was torn apart and within two minutes, the destroyer broke in two and sank; 16 crew were eventually rescued (some spent eight hours in the water) out of a ship's company of 146.

The bodies of 11 of the 130 men killed were eventually washed up on French shores and subsequently laid to rest in three Commonwealth War Graves Commission cemeteries at La Crottoy – near the mouth of the Somme, 100 miles from the wreck site – and Tilly-Sur-Seulles and Douvres-la-Délivrande in Normandy.

The coxswain of today's Quorn, PO(D) Paul Hawkshaw, led the group – PO(CS) Antonio Hole, ET(ME) Vinnicombe and AB Brown – as they visited the three graveyards to pay their respects, laying a wreath at the foot of the headstone to each man.

"It is unusual to find sailors in graves – most were lost at sea – so this made it hit home," said PO Hole.

AB Brown added "It was deeply moving to visit the graves of men who served on the previous Quorn."

...then fun in pie town

FOR the first time in ten years, the tally Quorn adorned the caps of sailors marching in Melton Mowbray.

After a busy decade of operations around the globe, the crew of the minehunter finally had the chance to celebrate the freedom granted to them by locals on their previous visit, all the way back in 2006.

The ship is named after the historic hunt which roams across Leicestershire rather than the village of Quorn itself, which lies a dozen miles from Melton.

And since her launch in 1989, sailors have fostered links with the home of the pork pie.

"We don't often get to do things like this, so it's nice to do – and something different," said ET(ME) Sam Moran.

Despite unseasonably cold weather a large crowd attended the parade; their applause drowned out the tunes of the Grimsby Sea Cadet band.

Local Sea and Air Cadets marched alongside the grown-up sailors after Melton's mayor Cllr David Wright inspected the guard and approved the ancient rite of passage through the market town.

"It was great to see so many people from Melton turn out," said CO Lt Cdr Conor O'Neill. "It was a fantastic day and we've really enjoyed it."



Picture: L(Phot) Sean Gascoigne

● Quorn personnel in Melton Mowbray

Vulture club

Flying visit to home of Fleet Air Arm

Picture: L(Phot) Dan Rosenbaum



ARTHUR is king of all he surveys – and that now includes RNAS Yeovilton in Somerset.

The white-headed vulture became the centre of attention when he tried to join the Fleet Air Arm, having 'escaped' from his owner during a display 14 miles away.

The unusual visitor was spotted at the air station, where the Bird Control Unit managed to coax him to safety.

The unit's Nat Cole and nearby resident and falconer Jim Pitcher caught Arthur and cared for him while waiting for his owner to arrive. "Arthur is a little bigger than I'm used to and was very hungry but clearly nervous when I approached him," said Nat. "Fortunately falconry skills are the same despite the size difference."

Arthur belongs to Ben Potter, head falconer with the Birds of Prey Display Team based at Scotch Corner, North Yorkshire and went missing for six days after appearing at the Bath and West Show near Shepton Mallet.

"I am elated to have him back," said Ben. "I have had Arthur for 12 years and he is a really important part of the team."

Arthur is a red-listed bird, the highest priority for conservation as they are globally threatened.

With a bare, pink face and bright orange-red bill, the white-headed vulture is one of Africa's most colourful vultures.

The bird gets its name from the downy, white feathers on its head which give it an angular appearance.

Like other vultures, it is capable of feeding on the carcasses of large animals as well as killing small prey.

"Our display team allows us to raise funds and maintain a breeding programme that keeps endangered birds of prey such as Arthur with us for future generations," said Ben.

"It's been great to finally have Arthur back safe and well. I can't thank the bird unit, Jim and Yeovilton enough."



Final piece of the story

PRINCESS Anne removes a White Ensign to reveal one of the most treasured relics in modern RN history – 75 years to the day it ended up on the bottom of the Denmark Strait with the remains of HMS Hood and 1,400 souls.

This is the bell of the battle-cruiser, rededicated and given a guard of honour by the 21st Century Royal Navy as it took pride of place as the last of 350 artefacts in a new exhibition to the Battle of Jutland.

At mid-day precisely eight peals echoed around Victory Arena as the Princess Royal rang the bell for the first time since May 24 1941 when Hood sailed to intercept Hitler's flagship Bismarck and prevent it from breaking out into the Atlantic to maul British shipping.

Instead, the battle-cruiser – pride of the RN between the wars – blew up after just a few minutes into the duel between the British and German ships; 1,415 men were killed, just three survived.

It was the last wish of one of those survivors, telegraphist Ted Briggs, that the bell be recovered as a memorial to his shipmates.

Last summer, an expedition led by Microsoft co-founder Paul G Allen succeeded in raising the bell from nearly three kilometres down, since when its undergone conservation and assessment in the hands of experts from BAE and the Mary Rose Museum to ensure it could be displayed safely without deteriorating.

The bell now has a new home at the 36 Hours: Jutland 1916, The Battle That Won The War.

Picture: Chris Ison/www.christopherhison.com



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HMS QUEEN MARY HMS INDEFATIGABLE



JUTLAND 100

In Scapa Flow. In Plymouth. In the North Sea. In Portsmouth. In Denmark. The distant echo of The guns of Jutland

11AM, Tuesday May 31.

The Scapa Flow Fanfare echoes around the narrow red-brick nave of St Magnus' Cathedral in Kirkwall as the Band of Her Majesty's Royal Marines and the German *Marinemusikkorps* strike up in unison.

The strains of the *Last Post* performed by a Royal Marines bugler drift across Plymouth's Hoe.

At 56°50'N, 7°20'E – off the Danish North Sea coast – 6,094 red poppies and 2,551 light blue forget-me-nots (Germany's flower of remembrance) are simultaneously cast into the grey waters by matelots and *Matrosen* of HMS Duncan and FGS Brandenburg.

Some 140 miles to the southeast, 11 sailors from HMS Tyne stand around the new headstone for AB Harry Gasson as it is rededicated; for 99 years, his identity had been unknown.

Precisely 100 years earlier to the minute, 250 warships were converging on a patch of the North Sea roughly the size of Yorkshire.

Beyond a handful of the most senior officers furnished with intelligence reports, few Royal Navy sailors expected any action. They went through the motions of preparing their ships for battle as they had done countless times since August 1914. The sweep, one sailor in cruiser HMS Birkenhead lamented, would once again turn out to be “nothing but a dull patrolling job”.

Of the 151 British men o'war charging through the North Sea on what was a Wednesday morning, 72 ships had weighed anchor at last light the previous day in Scapa Flow in the Orkney Isles.

Roughly 120 square miles of water named by the Vikings back in the 9th Century, Scapa began to fall under the covetous gaze of the Admiralty at the dawn of the 20th Century as it contemplated

ONE hundred years to the day of the greatest battle ever fought in European waters, Jutland, the British and German Navies – and nations – paused to reflect on the sacrifices made by more than 8,500 matelots and *Matrosen*. **RICHARD HARGREAVES** attended events at Lyness Cemetery, overlooking Scapa Flow.

a possible war with Germany.

Scapa was vast enough for the entire Grand Fleet to anchor, it was isolated (and hence away from potential spies) and it was seemingly impervious to submarine attack (something disproved a generation later).

And so when the clouds of war began to form in late July 1914, the decision was taken to concentrate the bulk of the Royal Navy at Scapa, from where it could effect a blockade of Germany, cutting her off from the rest of the world and ultimately strangling her.

The sudden appearance of the world's largest navy on their doorstep stunned the 25,000 inhabitants of these distant islands. Their previously-empty waters became home to the ‘city of ships’. Margaret Tait, a picture framer from Kirkwall, was dazzled by what looked like “a miniature town. Truly a fine sight and well worth seeing.”

The inhabitants of this ‘miniature town’ – 50,000 souls at the height of the RN's presence during World War 2 – were rather less enamoured of their new surroundings.

They complained of ‘Orkneyitis’ – the endless winter nights and summer days, the isolation, the monotonous routines, the weather, as one ditty, the *Scapa Hymn of Hate*, bemoaned:

*They sprinkled it with
raindrops,
Sleet, hail and snow
And when they had finished
They called it Scapa Flow.*

A small town was built to serve them around the crofting hamlet of Lyness – at least an hour's ferry ride across Scapa to the eastern shore of Hoy: barracks,

galleys, wireless station, sick bay, fuel tanks, repair shops, pumping stations for the Fleet.

Golfers created their own course on the neighbouring island of Flotta (Beatty and Jellicoe both used it). Football pitches sprang up. A depot ship was turned into a floating cinema and boxing venue.

Today, almost all of this has gone. It's been 70 years since Scapa was the Royal Navy's wartime home. Save for a handful of buildings taken over by locals, Lyness has reverted to the remote hamlet it always was.

Jetties crumble and collapse, brick walls falling down, missing roofs. A good 90 per cent of the infrastructure – much of which was built in WW2 – has gone.

Scapa Flow remains the vast, almost endless expanse of grey water. Today the ‘city of ships’, has long gone.

Even in late spring it is cold, barren, unforgiving. There is little in the way of colour here – grey waters, granite rockfaces, muddy brown peat bogs, green grassland – no flowers. The mist cloaks the upper reaches of Hoy's hills while an icy gust is funnelled down the sounds and into Scapa Flow. Whatever you are wearing, it cuts right through.

Bleak. Forbidding. Distant. And yet it is the obvious site to remember the Royal Navy's sacrifices at Jutland. For it was from here that Admiral Sir John Jellicoe led the Grand Fleet to its fateful encounter with the Germans at the end of May 1916.

Forewarned of the enemy's intentions thanks to Admiralty intelligence, Jellicoe devised a trap; his battle-cruisers – as fast as cruisers but with the punch of a dreadnought – would meet the vanguard of the German Fleet

and lure it north into the jaws of the Grand Fleet, where it would be annihilated.

So much for plans. The Fleet, which had departed in magnificent formation at dusk on May 30, returned to Scapa on June 1 and 2 bruised and battered. News of the battle – seemingly a defeat – quickly spread around the Orkney community. At least two of ‘Scapa's own’, battle-cruiser Invincible and destroyer Shark, had failed to return.

“What a gloom was cast over the town and how depressed we all were to think of our noble ships and their sailors and officers going down that summer night off the coast of Jutland,” Margaret Tait observed.

It was close to the wreck of the Invincible – torn apart when a German shell detonated her magazine – that HMS Duncan, FGS Brandenburg and HMS Iron Duke, namesake of Jellicoe's flagship at Jutland, met up.

Flying on Duncan, the battle ensign Jellicoe had hoisted at Jutland – an oversized White Ensign which helped other British warships identify her.

Fleet Commander Vice Admiral Ben Key and Vice Admiral Rainer Brinkmann, deputy head of the German Navy, led the scattering of flowers – one for every British or German sailor lost.

“Seeing my sailors stood next to their German counterparts on a commemoration like this is a very moving and humbling experience,” said the destroyer's CO Cdr Charles Guy.

It wasn't the sole act of Anglo-German commemoration at sea this day. HMS Pembroke met with four other ships assigned to a NATO minehunting force in the Baltic at 5.48pm on the dot – the moment the big guns opened fire in 1916.

As part of the remembrance service, three of Pembroke's crew joined representatives from the other task group ships aboard the

flagship, German replenishment vessel Donau.

“Britain and Germany both suffered heavily at Jutland, but now we are working side-by-side as allies,” said Sub Lt Victor MacKay.

“It is great for both our navies to come together and remember those who lost their lives a century ago.”

Off the South Coast, destroyer HMS Diamond was mid-way through a six-week assessment by FOST.

The FOSTies paused their havoc-making and joined the ship's company for a service of thanksgiving, led by Diamond's chaplain Olusegun Balogun. Among those falling in to pay their respects, trainee principal warfare officer *Kapitänleutnant* Frederik Schmidt-Skipiol on exchange from the German Navy.

“It was an emotional moment to stand on the flight deck, shoulder to shoulder with my British shipmates, commemorating this very special day in both our histories,” he said.

“I am glad of the strong bond we have established between our navies and I feel honoured in doing my part to build this relationship further.”

With commemorations complete, Diamond resumed her training. Fittingly on the anniversary of Jutland, it was a gunnery exercise.

In the weeks and months after Jutland, the sea began to offer up its dead. Bodies were washed ashore in Norway, Sweden and Denmark. The corpse of one sailor from cruiser HMS Castor, which mistakenly charged at the German main battle fleet, was deposited on a beach near Esbjerg on the Jutland peninsula.

At the time, the local authorities were unable to name him and buried him accordingly. Recent research by historians – above all inspection of a name tag sewn into his trousers – confirmed the

identity of 32-year-old AB Harry Gasson from near Hastings.

Eleven crew from HMS Tyne took part in the rededication of his grave, carrying out the ceremonial folding of the Union Flag which was presented to Harry's descendants by Cdre Ian Bisson and Tyne's Executive Officer Lt Craig Clark.

“It was a very moving service which allowed closure for the family and it was a privilege to be part of such a special occasion,” said AB Liam McGough.

His ship was berthed about 80 miles up the coast in the tiny port of Thyborøn where ancestors of Jutland veterans were invited to a look around as the ship's company demonstrated the differences between the ships of 1916 and 2016.

The following day Tyne represented the Navy and nation at the opening of a new memorial park to Jutland consisting of 26 granite stones – one for each of the 25 warships lost, and one for the casualties on ships which were damaged but survived.

Among attendees, the grandsons of admirals Jellicoe and Scheer who laid wreaths, concluding with an emotional shake of hands and embrace.

After the ceremony, British Ambassador to Denmark Vivien Life, Tyne's sailors and Nick Jellicoe laid a wreath at the foot of the stone for HMS Tipperary, whose wreck was the last of the 25 ships lost to be discovered.

“Tyne spends a lot of time in the North Sea and the commemoration is a sobering reminder of what those sailors went through in the very waters we patrol today,” said Lt Clark.

“The new memorial in Thyborøn is a powerful reminder of the scale of the events and loss of life.”

There are no more powerful reminders in the UK than the mighty naval memorials which dominate the Portsmouth and Plymouth seafronts (and fields in high ground above Chatham).

🔗 Continued overleaf

HMS INVINCIBLE HMS BLACK PRINCE



pictures: po(phot) owen cooban, la(phot) will haigh, rnpoty, la (phot) nicky wilson, l(phot) paul hall, lt jamie weller and nigel huxtable, rna



Continued from page 23

Of the 6,094 men killed at Jutland, at least 5,700 have no known graves – their names are recorded on the naval memorials in Portsmouth (3,350 souls), Plymouth (nearly 1,900) and Chatham (over 550).

Families were encouraged to attend these local, very personal acts of commemoration.

On **Plymouth Hoe**, Tom Walton from Berkshire laid a wreath bearing a photo of his great uncle LS William Thompson, 26, who died when the battle-cruiser *Indefatigable* blew-up – the first of 14 British ships to be lost at Jutland.

“It is sad and a few of the older boys here had tears in their eyes,” he said.

“But the service was moving and very fitting. Even sadder is that my great uncle’s two brothers died on the Somme. All three brothers died in seven weeks in World War 1.”

Peter Silverman, whose great-grandfather, Arthur Picton, survived Jutland, joined his daughter Ellen, seven, in laying a wreath in his memory.

“I’m so glad we had this chance to honour my great-grandfather and all the others who served at Jutland. It was especially moving to hear the recorded accounts of battle. It was a very effective way to bring the battle and the suffering alive. Ellen understands the significance of the day and played her part in a sombre occasion with great dignity. I’m proud of her.”

No city grieved more in 1916 than **Portsmouth**. Three in every ten Royal Navy servicemen killed at Jutland served in one of the city’s ships.

Hundreds of people gathered on the Southsea seafront for the parade and ceremony.

More than 100 sailors from HMS Sultan and Collingwood marched through Southsea, led by the Royal Marines Band Collingwood, ahead of the 45-minute service attended by 330 guests and 284 descendants of sailors who either fought or were lost in the battle.

“There have been many commemorations marking the 100th anniversary of WW1 battles, but this is the one key date that allows a singular focus on the Royal Navy,” said Cdr Andy Green, who organised proceedings in Portsmouth.

“Many lives were irrevocably altered by the events that occurred at sea in those few hours on May 31 1916, and the impact on the city of Portsmouth lives on to this day.”

There is no national memorial to Jutland’s dead north of the border, but events on the southern shore of the Forth ushered in four days of national and international commemorations.

It was from these waters that Admiral Beatty’s battle-cruisers and battleships sailed on May 30 – they were at sea long before Jellicoe’s forces at Scapa.

Of the 180 men of the Great War at eternal rest at **South Queensferry** military cemetery, at least three dozen are Jutland casualties who succumbed to wounds and injuries sustained in the naval clash, especially aboard the battleship HMS Warspite which came through a severe pounding.

A small Ceremonial Guard from HMS Queen Elizabeth across the water at Rosyth supported a service led by former Chaplain of the Fleet Scott Brown with the Princess Royal as guest of honour, as she was through most of the centennial events.

The Band of HM Royal Marines Scotland – also from just across the water – provided suitable musical accompaniment, as they did at an evening performance of Beat Retreat for locals, with HMS Kent providing a gunmetal grey backdrop, anchored between the road and rail crossings spanning the Forth.

Kent fired her saluting gun to signify the end of the ceremony, raised her anchor and then silently and symbolically sailed under the rail bridge with all flags flying – representing Beatty’s 52 ships which sailed on the night of May 30 1916.

Although there are just seven ships and

establishments which share their name with the 151 British vessels at Jutland, the blood of the battle’s veterans courses through the veins of the 21st Century RN; there’s barely a ship or unit which doesn’t have a Jutland descendant aboard. Kent counts two: LCH Benjamin ‘Whiskey’ Walker and LS Mitchell Allan.

Whiskey’s great-great-uncle Stoker Robert Wheater went down with battle-cruiser Queen Mary. Mitchell’s great-great-grandfather John Tillet, a gunner aboard the battle-cruiser *Indomitable*, was shot in the shoulder and suffered a shrapnel wound to his head. Surgeons extracted the bullet, now in the possession of LS Mitchell, along with John Tillet’s medals.

Personal stories of life and death at Jutland abound. The centenary had people digging around in attics in search of mementoes, memories, ephemera. The anniversary has prompted exhibitions and a flurry of activity from publishers, as historians scrutinised the battle like never before.

To ensure **HMS Bulwark’s** men and women fully grasped the significance of Jutland, talks and presentations by the Naval Historical Branch were laid on – just as had been the case when the ship took part in the centennial commemorations of Gallipoli in the spring of 2015.

“It’s been on the horizon for many months and they saw what a big deal Gallipoli was, so they realise the importance of commemorating Jutland,” said the assault ship’s Commanding Officer Capt James Parkin.

“It’s also a very human story they can relate to.”

First Sea Lord Admiral Sir Philip Jones is also delighted at the surge in interest in the RN’s role in the Great War – and the thorough reappraisal of its most contentious battle.

“It has been remarkable to see the memory of Jutland awakened in the public consciousness over the past few weeks,” he said.

“I’ve been struck by how many people have come forward to talk about their own personal connection, while a slew of documentaries, exhibitions and articles have cast new light on the events of May 31 1916.

“We now see Jutland more clearly for what it was: one of the most consequential battles of the entire war; one that set the conditions for Germany’s eventual defeat.”

So much for the history lesson. But does Jutland have any relevance today? There are lessons for training (British gunnery was poor), safety (British ammunition handling was slipshod and caused the loss of at least three capital ships), exploiting intelligence. There’s a growing general acceptance that Jutland was a British strategic victory and that the Royal Navy’s policy in the Great War may have been rather dull – and certainly not what the public wanted – but it was the correct course of action.

“There are important lessons for today’s world, particularly the naval blockade,” says Capt Parkin.

“Blockades still work, only much more quickly. It only takes something like the fuel strike in France and within two or three days supplies were running out.”

Thanks to its island status, Britain remains every bit as vulnerable should her sea lanes be choked.

“We must never forget the continuing importance of a strong Navy to the defence and the prosperity of these islands,” said the First Sea Lord.

“I know that we in the Royal Navy and Royal Marines will continue to honour their memory by approaching our responsibilities today with the same sense of duty, courage and selfless commitment that they showed 100 years ago.”

The destination for Kent, like Beatty’s battle-cruiser force before her, was a rendezvous with the Germans, but this time Gutter Sound, Scapa Flow – a stretch of water not a mile wide and only a couple long.

And there she dropped anchor a few yards from the German frigate FGS Schleswig-Holstein and awaited her moment.

That came a little before 2pm on May 31.

Flashes of fire followed by small white clouds began to carry across the water before the boom of the sound wave reached the cemetery a couple of miles away.

A succession of P2000 patrol boats streaked in front of the Kent, carrying the service’s most senior guests: Princess Anne, Prime Minister David Cameron, the First Sea Lord and his German counterpart Vice Admiral Andreas Krause and Germany’s President Johannes Hauck.

It had taken them up to 50 minutes to dash across Scapa Flow. The journey across the seemingly-endless natural harbour (when the mist descends it swallows the far shore) gave Jutland experts the chance to underline the battle’s historical significance to their fellow passengers.

For Jutland is not the Somme or Passchendaele – or, to Germans, Verdun. There was no Wilfred Owen, Siegfried Sassoon or Ernst Junger to describe it in words which resonate 100 years ago.

Beyond the realm of sailors and historians, Jutland – or *Skagerrakschlacht* as Germans call it – is virtually unknown, especially across the North Sea.

“Without these events, the anniversary would pass unnoticed,” said Marcus Christ, the senior German naval chaplain attending events.

“Well into the 1960s, the battle was celebrated in Wilhelmshaven – parades, services, bands, torchlight processions. But then it began to be associated with right-wing groups and the commemorations stopped.”

The priest uses the word ‘celebrated’ deliberately. For years, if not decades, the German Navy trumpeted Skagerrak as a German victory – the spell of Trafalgar had been broken.

Today, it is viewed as a defeat – “in terms of ships and losses, Germany won, but really, it didn’t change anything,” says *Militärdekan* Christ. “The Royal Navy still dominated the North Sea.”

Both grandfathers of Jürgen Schultz-Siemens, a retired lawyer and naval reservist from the Baltic island of Rügen, fought – and came through – Jutland.

Leopold Siemens was signals officer on the battleship SMS *Rhineland* and forever reminded his grandson: “Only the stupid have no fear.”

Fiery Max Schultz, who commanded a flotilla of torpedo boats, seemingly possessed no fear, receiving the Knight’s Cross (roughly the equivalent of the Conspicuous Gallantry Cross) for charging British lines to launch a torpedo attack (he was killed six months later leading another similarly-suicidal charge).

Schultz, his grandson said, was fired up by Jutland. Before the battle “he no longer even dared to wear a uniform in public because the Navy was idle in port or at anchor, while so many others died at the front in France, Belgium and Russia.

“For the first time since Trafalgar, the Royal Navy had lost its aura of invincibility.”

Victory. Defeat. One hundred years on, such words had little meaning. Both sides stressed how today they



JUTLAND 100

HMS DEFENCE HMS WARRIOR

were not just firm allies, but firm friends.

“My hope is that we learn from the British that it is possible to remember and honour the dead, without any triumphalism, without any nationalism,” *Militärdekan* Christ added.

It took 15 or so minutes for the various dignitaries to disembark their chariots at Lyness pier and make their way the mile or so up the hill to the setting for the afternoon service: **Lyness Naval Cemetery**.

Here, between 1915 and 1946, more than 400 souls were laid to rest, 37 of them victims of Jutland, men mostly from battleships *Malaya* and *Barham*, who died of their wounds a few days after the battle.

A few received grandiose crosses erected by their families. Most received the simple, clear headstone erected by the Commonwealth War Graves Commission, who tend to the cemetery now as they did decades ago.

It is sited on a bleakly beautiful hillside which slopes gradually down to Gutter Sound – allowing the 300 or so guests, mostly descendants of the men of steel, a perfect view of the two warships at anchor. Otherwise, Scapa Flow was as devoid of warships as it had been on Wednesday May 31 1916.

“The setting is fabulous, especially with the warships in the background. It is more beautiful than I could have ever imagined,” said Emma Heber-Percy, granddaughter of Admiral Jellicoe. “It’s very humbling to know that 100 years on the battle and my grandfather are being honoured, especially as Jutland wasn’t talked about much in the family.”

Not so in the upper echelons of the Navy, both in the immediate aftermath of the clash and well into the 1920s – there were Jellicoe and Beatty ‘factions’ who argued that ‘their’ admiral had made the right decisions on the day.

There is no enmity between the Jellicoes and Beattys a century on – they stood side-by-side both at Lyness and at a private ceremony a few days beforehand in the crypt of St Paul’s, where both admirals were buried within a few months of each other in the mid-30s.

They were joined for the occasion by the descendants of Reinhard Scheer – “a wonderful act of reconciliation,” said Mrs Heber-Percy.

Standing immaculately dressed in the shadow of the cemetery’s centrepiece, a large crucifix – the Cross of Sacrifice – which was dedicated in the mid-20s, the RNA’s national standard bearer S/M Bob Coburn waited for the echo of Kent’s saluting gun to sound the beginning of two minutes’ silence.

“Is this a big event for you?” I asked the Scotsman, who hails from just outside Inverness.

“Not really. We do this every weekend.” He proceeds to reel off a string of ceremonies and naval anniversaries. “But it’s great to be invited.”

And that was the feeling of all participants; sailors, musicians, descendants, and especially Orcadians.

Hoy is home to around 200 souls, has little in the way of infrastructure.

It took a couple of weeks to build the grandstand and marquee where before and after May 31 there was a largely barren field. It took

an Orcadian ‘national effort’ to provide food and drink for 600 or so guests and an army of volunteers to ensure that everything ran smoothly.

For this was the largest event in Orkney in recent memory – the large-scale security operation, the half-dozen BBC satellite trucks, the mass influx of British and German sailors, plus European leaders left you in no doubt of that.

Museums dedicated exhibitions to the battle, the war at sea, the role of Scapa. Shop windows were dressed with WW1 naval uniforms, tallies, peribuoys, and the plethora of Jutland books which have appeared this spring.

One wonders whether there would have been such a response had the Navy chosen anywhere else to mark the centenary.

Indeed, the bleakly beautiful combination of hillside cemetery, the expansive void of Scapa Flow, today’s warships – foes in 1916, friends in 2016 – at anchor in the distance gave events at Lyness a “really magical peace” in the words of Naval Regional Commander Capt Chris Smith.

Orcadians had celebrated their role in the Great War during the morning’s proceedings at St Magnus; the afternoon ceremony was a more naval affair, a mixture of religious service and tribute to the men of steel as first-hand accounts of the battle were recounted.

Among those called upon to lead the ‘congregation’ through prayers – all beamed live around the globe by BBC cameras – was Kent’s Lt Nicola Stephen. “It was an absolute privilege to be part of these commemorations,” she said, “and I feel it’s important for us all to remember the sacrifices made by so many people a century ago.”

No Jutland story resonates more powerfully than that of John ‘Jack’ Travers Cornwell, arguably the most famous 16-year-old in the country 100 years ago.

The story of the teenager, mortally wounded yet remaining at his gun aboard HMS *Chester* awaiting orders, proved equally captivating a century on – helped by the fact that one of his family is a serving sailor; his great-great-uncle ditched working in a tea merchant’s for the RN, ET(WE) Alexander Saridis swapped managing a McDonald’s restaurant for the world of weapon engineering.

Over several days leading up to May 31, the 23-year-old junior rating attended a succession of events, from visiting Cornwell’s grave in Manor Park Cemetery in East London to the unveiling of a commemorative paving slab in Jubilee Park in Leyton.

“I feel Jack has set the bar high for the expectations I hold for myself during my own career,” said Alexander, who is a warfare specialist – the modern-day equivalent of his relative’s job.

“I can’t begin to imagine what it would have felt like in that battle, and I hope it’s something I never have to experience myself. But it makes me glad to see his sacrifice and courage is remembered all these years on.

“As this year marks 100 years since the Battle of Jutland, all I would ask is, don’t forget Jack and those who fell alongside him.”

Among those laying wreaths on the freshly-dedicated paving stone, the First Sea Lord – Britain’s most senior sailor paying tribute to the most junior of ratings, for as the inscription on Cornwell’s grave reads: *It is not wealth or ancestry but honourable conduct and a noble disposition that maketh men great.*

“Every sailor who joins the Royal Navy learns his story,” Admiral Jones said.

“Although the world has moved on, the values of duty, courage and selflessness that Cornwell represents – our naval values – do not change from one generation to the next.”

In the aftermath of the battle, Boy Cornwell became by far the most famous teenager in Britain.

In the aftermath of Jutland, Jack Cornwell’s

portrait adorned posters, his name was attached to a badge issued by the Scouts (still awarded to this day), cadet units were renamed and his second funeral – his body was exhumed because the original family plot was not deemed fitting for a hero – was one of the largest public events of the entire war, recorded by the cameras of Pathé News.

A century on, and his descendant was the subject of Youtube videos, the German Navy’s website and a good smattering of media outlets.

“My family always knew the story, of course. The Navy has always known it, but over the week of the commemorations, it’s exploded. Everyone now knows his story again and that’s really quite humbling,” Alexander added.

Jack Cornwell died on June 2 1916, two days after the battle, but he was not Jutland’s last victim.

That unfortunate distinction arguably falls to the cruiser **HMS Hampshire**, lost on June 5 1916 to a mine laid by German submarine U-75 in the run up to Jutland in the hope of catching the Grand Fleet emerging from the safety of its harbour.

It didn’t. But Hampshire – which had come through Jutland unscathed – ran into one of the German ‘eggs’ in the middle of a storm as she made her way to Archangel in Russia.

The loss of 737 men and an aged cruiser troubled the British public less than one figure who went down with the Hampshire: war minister Lord Kitchener.

Kitchener enjoyed near-mythical status, his scowling, moustachioed face on posters had encouraged Britons to enlist in their thousands.

His death was the greatest single shock to morale in the entire war; hence Orcadians dipped into their pockets to the tune of £734 – over £100,000 today – to build a tower at Marwick Head, the imposing Kitchener Memorial, visible for miles around.

One hundred years to the minute the armoured cruiser slipped beneath the waves, a puff of smoke dispersed along HMS Duncan’s starboard side as her saluting gun fired in honour of Hampshire, whose capsized wreck lay directly beneath the Type 45.

The beauty of the scene – and the calmness of the North Atlantic – belie the horrors played out at the very spot amid a tempest.

In the 21st Century, islanders felt equally strongly that every soul who died or drowned that night in 1916 should be remembered – and added a memorial wall listing the names of the 737 sailors, Royal Marines and soldiers on Kitchener’s staff who perished, plus nine men when HMS *Laurel Crown* went down trying to sweep the minefield a few days after the Hampshire tragedy.

More than 500 people gathered on the remote headland, joining a ceremonial guard drawn from the Northern Diving Group in Faslane, for the unveiling of the wall, which arches around the front of the tower, by Orkney’s Lord Lieutenant Bill Spence.

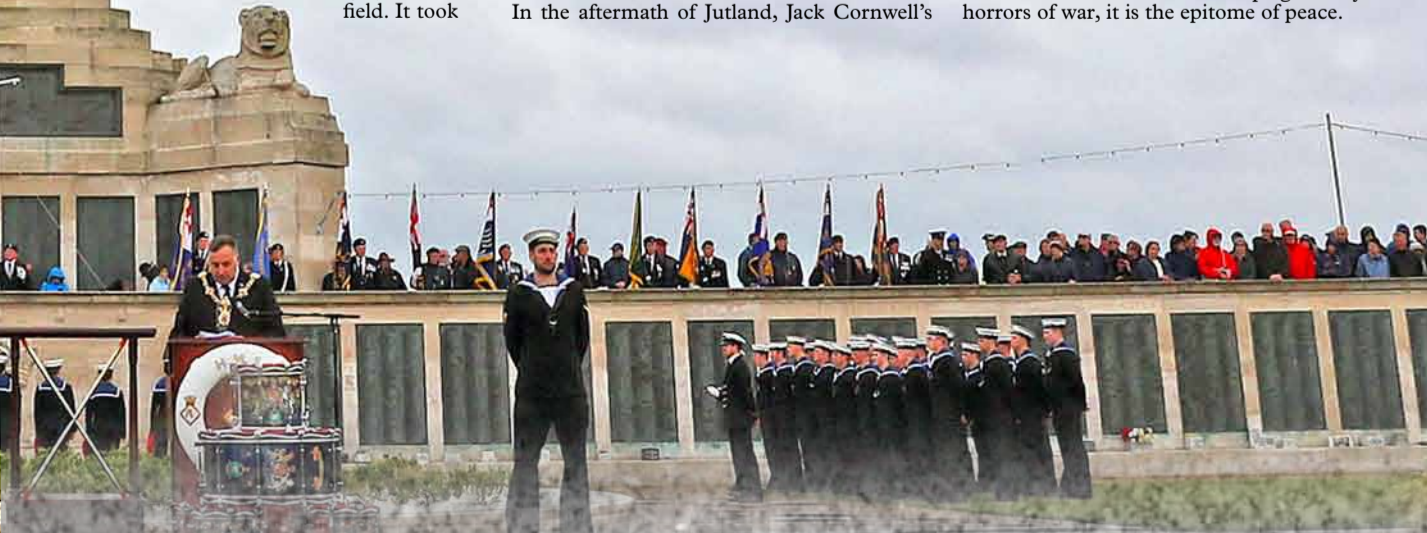
And about a mile off Marwick Head, Duncan lay at anchor over the spot holding a memorial service of her own, signalling the moment Hampshire sank by firing her saluting gun.

A wreath was laid at sea over the cruiser’s wreck, whilst former First Sea Lord Admiral Sir Jock Slater did the same on the memorial on behalf of today’s RN.

A few yards from the edge of the monument, across springy tufts of grass, the ground falls away almost vertically to the sea 100ft below. Even in benign conditions, the waves are driven against the rockface with relentless force.

Birdwatchers and ramblers traipse along the coastal footpath, watching scores of puffins catch updrafts as the Atlantic breeze strikes the near-vertical Orkney shore before dropping back down again.

As with most sites once plagued by the horrors of war, it is the epitome of peace.



JUTLAND 100

HMS ARDENT

HMS FORTUNE

HMS TURBULENT

Pictures: Aaron McCracken/
Harrison Photography

Sweet future

Jutland survivor now ready

VOICES from the past echo around the corridors; a roast dinner awaits personnel on their mess decks; four huge turbine engines gleam deep in the ship.

Welcome to HMS Caroline, the sole surviving warship from the Battle of Jutland.

One hundred years on the C-class light cruiser is looking as good as she did in 1914 as she begins her new life as a visitor attraction in Belfast.

She was one of more than 150 British warships that locked horns with the Kaiser's High Seas Fleet in the North Sea at Jutland, when she charged at the German lines on at least one occasion to unleash torpedoes.

She has now undergone a multi-million pound restoration courtesy of the lottery fund, and now hopes to welcome around 100,000 visitors a year in Belfast's Titanic Quarter.

The ship, which was nicknamed Lucky Caroline, was one of the fastest afloat in her day and during Jutland was used as a scout and escaped any major damage.

She was later taken to Belfast and used as a drill training ship and even a Naval operations headquarters during WW2.

Today visitors will board Caroline (there are new lifts for the disabled) and first admire her deck, newly laid with sustainable timber.

They will then enter HMS Caroline's drill hall where they can watch a video about the battle and read display boards, which tell of the ship's story.

But Caroline is very much about the Irish Sailor (the country wasn't partitioned until 1921).

Around 350 Irishmen died at Jutland and more than 20,000 of them served in the Royal Navy, the Royal Marines, Royal Naval Reserve, Merchant Navy, fishing fleets, and maritime rescue services during WW1.

"The Irish theme is really important as we want to get people to buy into what we have done here," said Cdr John Gray, the Senior Naval Officer Northern Ireland.

"Caroline represents the golden age of shipbuilding, although she was built by Cammell Laird in Birkenhead."

Now Caroline lies in the shadow of the Titanic Museum and the giant yellow cranes of the Harland and Wolff shipyard – the name that saw shipbuilding really



● HMS Caroline under way after her commissioning in 1914

take off in Belfast in the 1860s.

As work began on the three Olympic-class liners commissioned by the White Star Line, Harland and Wolff employed 15,000 people. More than 4,000 of them worked on the construction of the first two of these leviathans, Olympic and Titanic.

HMS Caroline's links with Belfast began on April 1 1924 when she became the headquarters and training ship for Royal Naval Volunteer Reserve's Ulster Division.

Caroline is one of eight C-class light-cruisers that were ordered under the Admiralty's 1913-1914 construction programme. Work began on January 28 1914 at Cammell Laird in Birkenhead and the ship was launched on September 21 of the same year, and commissioned on December 4.

During her career, Caroline protected trade by undertaking regular North Sea patrols in WW1 and, later on, convoy screening. She served in the North Sea throughout the Great War, first joining the British Grand Fleet at Scapa Flow, where she served as leader of the 4th Destroyer Flotilla.

She was part of the fleet's 1st Light Cruiser Squadron from February to November 1915 and in early 1916 joined Grand Fleet's 4th Light Cruiser Squadron. She saw action at Jutland under the command of Capt Henry R Crooke.

From 1917 to 1918 she carried a flying-off platform for the launching of RNAS and later RAF fighters to intercept German airships operating over the North Sea.

Caroline remained in the 4th

Light Cruiser Squadron after WW1 and in June 1919 went with the rest of squadron to serve on the East Indies Station.

In February 1922 she paid off into dockyard control and was placed in reserve.

She is the last remaining British WW1 light cruiser still afloat and the sole survivor of the Battle of Jutland and one of only three surviving Royal Navy ships from WW1; Monitor HMS M33 was restored and is open to the public in Portsmouth and Flower-class sloop HMS President (formerly HMS Saxifrage) is moored on the Thames at Blackfriars.

On the outbreak of WW2 in 1939 HMS Caroline became a depot ship to an anti-submarine striking force of patrol vessels.

With the fall of France in 1940 this force was reinforced and soon increased to 70 vessels.

Caroline provided signal and cypher facilities to her attached light craft and as the war developed Belfast soon came to play a vital part in the Battle of the Atlantic.

In 1943, Caroline became the strategic operations base for a force of destroyers and corvettes protecting convoys in the North Atlantic. Operations were planned and conducted directly from Caroline where a total of six escort groups, each composed of six frigates, were controlled.

At the end of WW2 Caroline was once again paid off into the Ulster Division of the Royal Navy Reserve until 2009. At the time of her decommissioning in 2011 she was the second-oldest ship in Royal Navy service.

She also boasts the accolade of being the most accessible ship



JUTLAND 100

re for Caroline

y to tell the story of the Irish Sailor



● The Royal Marines Mess Deck and the First Rate cafe aboard the revamped HMS Caroline

in the National Museum of the Royal Navy's collection, thanks to the installation of three glass lifts giving access to three of her decks.

Caroline underwent a number of modifications over the years, with the addition of an Admiral's Cabin (described by many as a carbuncle) on the stern during WW2 and classrooms and a drill shed aft of her three funnels during her RNR days.

Cdr Gray said: "The Admiral's Cabin prompted much discussion but ultimately it was in such a poor state, it was removed."

A number of internal bulkheads were moved several months ago and her guns, which were removed years ago, have been replaced by replicas made by a Belfast company.

Despite the alterations she remains remarkably intact from her WW1 days and it's the voices of the Great War (Caroline's complement at Jutland was around 340) that echo around the mess decks, particularly the Royal Marines mess hall, as the tables are set out for a roast dinner; the meat and potatoes are glued to the tables as are the plates, mugs and cutlery to thwart any thoughts of souvenir-hunting by visitors.

The cream-painted mess halls – complete with period lockers – and corridors give the ship a light and airy feel, a feeling which continues in the officers' quarters where cabins are laid out as if their occupants will be returning in a moment.

Some of the fittings have been restored, others have been replicated, such as the baths in

the bathrooms and sickbay.

For Cdr Gray, the curves on Caroline are particularly pleasing.

"I trained as a Naval architect and just love the sweeping lines and am pleased the public will get to see them."

The level of detail in bringing the ship back to life includes using 'Jutland grey' paint (there isn't any colour photography from the era to refer to) found by cutting through the many (at least 38) layers of paint found on her. Crucially experts discovered there were no toxins in the various layers of paint which could threaten wildlife at Alexandra Dock.

Throughout the tour, visitors learn more and more about life aboard ship, including Caroline's mascots, two cats named Puff and Tom, and a rabbit called Blücher in honour of the German armoured cruiser sunk in the Battle of Dogger Bank in January 1915.

Caroline is also sporting replicas of her six-inch and four-inch guns, as well as torpedoes.

Repairs to the ship, which weighs 3,750 tonnes and is 122 metres long, were completed last year with Belfast-based ship-fitting specialists Blue-marine carrying out the internal work.

Caroline was handed over to the National Museum of the Royal Navy in 2012 and the NMRN in a joint venture with Northern Ireland's Department for Enterprise, Trade and Investment initially secured £1m from the National

Heritage Memorial Fund to safeguard the ship, £11.5m from the Heritage Lottery Fund and £2.7m from the Northern Ireland Government to complete the restoration, preservation and interpretative work. The majority of the work has been done in just one year.

Caroline no longer has her original boilers but does still have her four Parsons steam turbine engines which, thanks to the installation of a deck and staircase, visitors can view close-up; the engines were considered state-of-the-art in 1914.

The ship isn't just a tribute to the past; there is plenty to keep today's minds active with interactive displays which encourage children to learn Morse code and Royal Navy signals, as well as design their own dazzle paint.

One of the cabins is dedicated to torpedoes. "WW1 introduced the proper use of torpedoes and submarines," said Cdr Gray. "They had been around beforehand but were not properly used before."

As well as classrooms, the drill hall, wardroom and captain's dining room will be available for private hire.

Cdr Gray added that HMS Caroline is hoping to attract up to 100,000 visitors a year.

Visitors can end their tour of Caroline by visiting the First Rate cafe on board, which has an Edwardian theme (obviously the food and drink do not date from that era.)

Caroline provided a backdrop

at a ceremony to mark the centenary of Jutland.

Descendants from across Ireland joined Prince Michael of Kent to mark the sacrifices of Irish sailors, along with representatives of the Royal Navy, the Irish Naval Service and the German Navy.

At the end of the ceremony, Prince Michael cut a ribbon to mark the completion of the £15m-plus Lottery-backed restoration of the warship.

"It is fitting that we remember and commemorate the sacrifices made by Irish sailors at Jutland and throughout World War 1 in the presence of Caroline in her Jutland grey paint scheme," he said.

"The story of HMS Caroline is the story of her people. It is the telling of the stories of all those who served in Caroline for over 100 years that makes the life of this ship so compelling."

The ceremony paid tribute to sailors from across Ireland and was attended by Northern Ireland Secretary Theresa Villiers, First Minister Arlene Foster and Irish Government minister Paul Kehoe.

Caroline will initially remain open to the public until November when she will be taken into dry dock for work on her hull.

She will then return to a mooring alongside a Victorian pump house being converted into a ticket office and visitor centre at Alexandra Dock to welcome members of the public next spring.

For more details visit www.nmrn.org.uk



● Above: The cream-painted corridor to officers' quarters and below, the wardroom, which can be hired for events



Picture: Daria Casement



Centenary ceremony pictures: Robbie Hodgson





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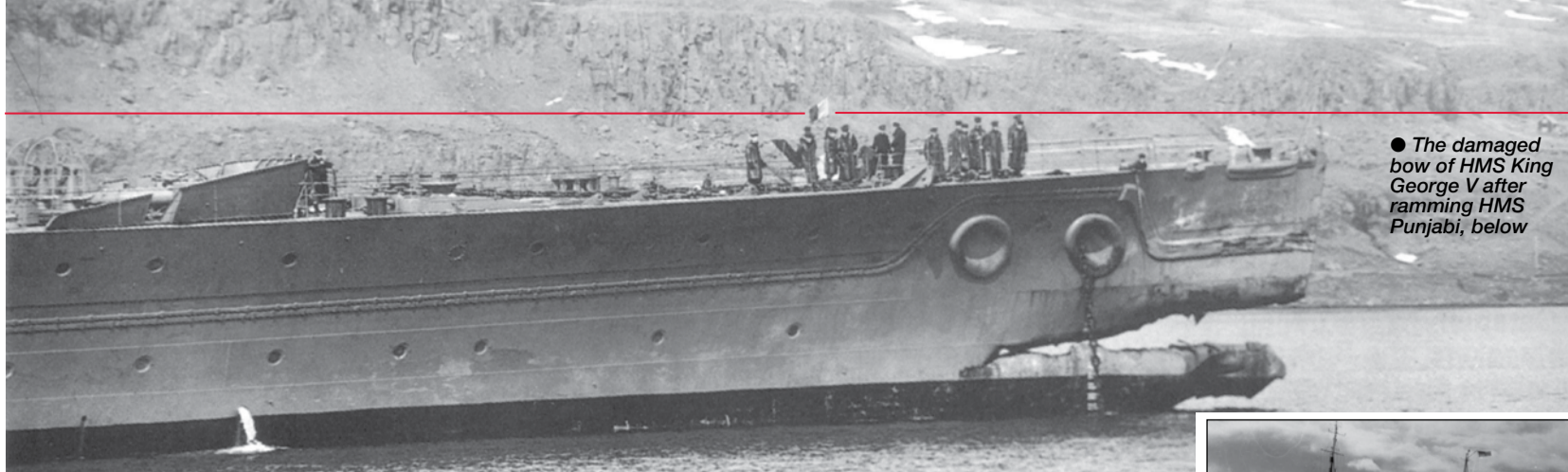
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● The damaged bow of HMS King George V after ramming HMS Punjabi, below

One copy is read by so many

I WAS a proud member of Walthamstow SCC Unit No 347 for five years – 1952-57 – before joining the RNVF and then on to National Service in the Royal Navy as a signalman.

I have lived in New Zealand for 54 years but often wonder whether my old unit is still operational.

We used to celebrate Jack Cornwell Day every year; we were very smartly turned out indeed and why not, Jack was one of us, a Londoner from Leyton.

Lt Gaskin was our 1st Lt and quite a martinet for discipline. Lt Cdr Walters was our CO.

We used to have a cannon which we carried over a chasm at various events. I carried a wheel on each shoulder. We had 1903 Lee Enfields which we kept sparkling clean. There were also Martini Henry carbines in the armoury and when I go to gun auctions with my son these rifles of yesterday go for big money.

I finished as a three-badge gunnery PO after a stint at Whale Island.

I receive the *Navy News* regularly from an oppo whom I befriended on HMS Vanguard during an RNRV course over 60 years ago.

I read them and take them to a local SCC unit who read them and then the CO takes them to a Royal New Zealand Navy Reserves unit in Trentham, 25 miles north of Wellington.

So you can see that *Navy News* is well read and much appreciated.

Congratulations on continually turning out a quality publication. Your sense of humour gives body to a serious Service (for example, Candid Bergen's warm welcome in the March edition).

Tony Freshwater

Wellington, New Zealand

Editor's footnote: SCC Unit

No 347 is now at Waltham

Forest. www.sea-cadets.org/walthamforest

[walthamforest](http://www.sea-cadets.org/walthamforest)

Great work Navy News

MAY I just congratulate *Navy News* for the outstanding Battle of Jutland supplement in your May edition

The way that you have interspersed the different stories that make up the action with first-hand accounts is of the highest order.

The pictures, the make up of the two fleets, indeed absolutely everything, has been put together with a lot of care and attention.

This is clearly a supplement that was assembled over some considerable time.

What an impressive way to tell the story of this battle. A truly superb piece of work of which all involved should be very proud.

Aidan Harris

Chairman, Unit Management

Committee

Ruislip Sea Cadets

Many meals

I WAS in charge of Royal Navy cooks at the Royal Tournament at Earls Court in 1981 and 1982.

We worked with the Army catering corps feeding 4,000 men and women three times a day.

It's about time Antarctic Falklands Veterans pre-1982 and submarine veterans on patrol boats were properly recognised for their Cold War Service.

Peter 'Freddy' Fox

Kent

Remembering sinking of Punjabi

THIS year marks the 74th anniversary of the sinking of the Tribal-class destroyer HMS Punjabi after it was rammed and cut in two by the battleship King George V.

Both vessels were part of a distant escort for convoy PQ15 bound for Murmansk.

The fleet consisted of King George V, the battleship USS Washington, the carrier HMS Victorious, cruisers USS Tuscaloosa and Wichita, destroyers

Punjabi, Inglefield, Marne, Martin and Oribi and four US destroyers.

The fleet was in the Norwegian Sea, inside the Arctic Circle north-east of Iceland. At 15.45 on May 1 1942, Punjabi, having altered course to avoid a floating mine, was struck by King George V, which emerged from thick fog and, despite evasive actions by both ships, could not avoid the collision. The incident

saw 49 souls die with 204 sailors rescued by Marne and Martin.

The survivors were transferred to King George V for the journey back to Scapa Flow. In an amazing coincidence, I met one of the battleship's crew, a man with whom I had worked in the Birmingham Gazette proof-reading office before we both joined the Navy.

I was wondering if there were any



Punjabi survivors who would like to communicate with me for a trip down memory lane.

At 94 I realise the odds are slim but there may be some tough old sailors who would like to talk to me in Florida.

Ken Tipper
ktipper@cox.net

My final salute to Admiral

THE death of Sir Edward Ashmore, one of our last remaining Admirals of the Fleet, is particularly sad for those of us who served in the Hunt-class destroyer HMS Middleton (L74).

He joined the ship in 1941 while she was yet to be commissioned, aged just 21, as the Senior Executive Officer and, in due course, First Lieutenant.

He left the ship in January 1943, by which time he had served on numerous Arctic convoys to Russia, and on the 'Harpoon' convoy to Malta for which he received his DSC.

In 1984 the current HMS Middleton (M34) was commissioned at Rosyth. The event was attended by 12 from the old ship, including Sir Edward, and it was decided that we should form an association.

I took on the job of Hon Sec while Sir Edward, by popular acclaim, became our President.

His cheerful presence at our annual reunions together with his charming wife, Lady Ashmore, was always welcome, and especially impressive when he chose to wear full uniform.

This pleasing connection lasted for the 29 years of the association's existence.

And so we salute and bid farewell to a distinguished officer who served his country so well.

Mike Alston

ex-HMS Middleton (L74)

Berkshire

What happened to casualty records?

IN November last year, a family who had lost a relative in the sinking of HMS Aboukir, Hogue and Cressy on September 22 1914, received news that his body had been found two months later and he had been identified and buried in Holland.

These details had not reached the man's family during the lifetime of his parents or siblings.

During both world wars, innumerable bodies must have been stranded on beaches all over Europe (and elsewhere).

Sadly this was and is not unusual and local seaside communities must for many years have been accustomed to dealing with them.

Most corpses could probably not be identified or even given a nationality, and it must be hoped that they were given reverent burial near where they came ashore.

Such bodies were presumably recorded by the local or church authorities in the manner prescribed by law, and in some cases the local equivalent of the coroner would have held an inquest, which again would have been recorded.

However, in the case of those who could be identified by nationality or indeed by name, was anything done by the local authorities to pass the information to the diplomatic representatives of their country, and what did the diplomats do with that information?

In the case of the man from Aboukir, investigation in the Netherlands has found that the official papers dealing with all the

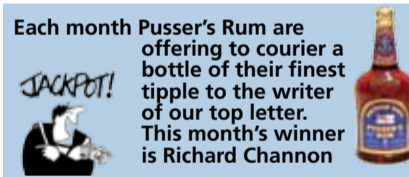


PICTURED left is a German propaganda postcard marking the sinking of HMS Aboukir, Hogue and Cressy off Holland in 1914.

The three cruisers were obsolete and heavily crewed by reservists and trainees – facts which earned them the tag 'the live bait squadron' within the rest of the Grand Fleet.

Aboukir was torpedoed by Otto Weddigen in U9. Hogue and Cressy moved in to pick up survivors, convinced their sister had struck a mine. Instead, the German U-boat picked off both cruisers.

The whole action lasted only 90 minutes, but cost the lives of 62 officers and 1,397 men. Just 837 sailors were rescued.



casualties from the three ships which washed up on the Dutch coast have disappeared from the Dutch archives.

If they were given to the British Embassy or Consulate, where are they now? In the British National Archives?

Clearly answers to the general question

above will differ depending on the political situation of the time – for example, during the First World War there was British diplomatic representation in the Netherlands, whereas in the Second British interests were represented by the Swiss.

However, procedures for reporting casualties from overseas must have been well-worn and well known at the time.

Is there anyone who can shed light on these questions? I would be happy to hear from you.

Richard Channon

Colchester

randschannon@aspects.net

I was frightened

THE article by Victor Allen in the May edition of *Navy News* brought back many memories.

I did my National Service in HMS Vanguard in 1947 when I was aged 19.

This was during the Royal Tour of South Africa by King George VI, Queen Elizabeth and Princesses Elizabeth and Margaret.

One day, I was detailed to do some painting, high up on the ship's main mast.

However, we were nearing Cape Town, and I was soon to experience the awesome Cape Town rollers.

The ship began rolling from side to side and I was quite frankly terrified.

The Chief noticed that I was not doing any painting, and shouted to me to start.

I shouted back "No, I'm frightened". The ship's officers who were on the open deck below heard this, and they all started laughing.

Once I was safely back on deck, the Chief said to me: "Scrivener, that is the first time a ship in the Royal Navy has been slowed down because an ordinary seaman was frightened."

Derek Scrivener

Lancashire

Learning curves

I WAS interested in your article about HMS Medusa in the May issue of *Navy News*.

I served aboard her from 1958 to 1960 when she was part of the East Coast Survey Unit. She only had a number then – P3516.

Ironically I was drafted to her after serving 18 months on the Far East Station in HMS Cossack, 1957-58, which was also mentioned in May's edition. Incidentally I was the only gunnery rate on board so I was in charge of the main armament, a 'Very pistol'.

I must admit I had a wonderful time and learned a great deal about hydrography.

Ken Satterthwaite

Buckinghamshire



● Medusa, numbered P3516, pictured off Ramsgate, Kent



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LIFE
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Something for us to crow about...



ASSAULT courses, wading through water, spending 24 hours living in the field – just a normal weekend for Maritime Reservists.

More than 200 personnel from RNR and RMR units throughout the country descended on Crowborough Army Training Camp in East Sussex for the largest Maritime Reserve exercise of the year designed to test and train personnel in a variety of challenging scenarios, ranging from logistics through to casualty evacuations.

Exercise Crowborough Challenge took place in the Pippingford Park training area, which consists of forest, hills and a lake and also included personnel from URNUs.

Over 200 Royal Navy and Royal Marine Reservists including staff from all over the country, took part in the largest and also the only national Maritime Reserves exercise to take place this year.

Mentored by Royal Marines from RMR London, personnel spent the night in a bivouac and survived on a 24-hour ration pack in order to learn how to live in the field and support land forces.

The exercise was supported by a Merlin Mk2 helicopter from 820 NAS and one of the squadron's Reserve pilots Lt Cdr Charlie Parrock said: "The squadron

was delighted to support Maritime Reserves training and the Reservists learned a great deal about operating from helicopters.

"We managed to ensure that all participants achieved at least one familiarisation flight and had brilliant support from the aircraft maintainers."

The exercise scenario, called Operation Marathon, was based on Reservists providing force protection, logistics, intelligence, medical and media operations to support a major UK event threatened with disruption by a foreign power.

Commander Maritime Reserves Cdre Martin Quinn keenly observed the exercise, saying: "Everything that I saw was designed to instill confidence in integrating the Maritime Reserve component as part of a balanced force and to provide appropriate skills for delivery on operations."

Reservists were challenged by a series of practical leadership tasks that focused on developing command, leadership and using the NATO sequence of orders as well as mentally and physically demanding tasks ranging from first aid and triage to tackling an obstacle course and wading through the lake.

The exercise also provided an

opportunity for several employers of Reservists to see the work they do.

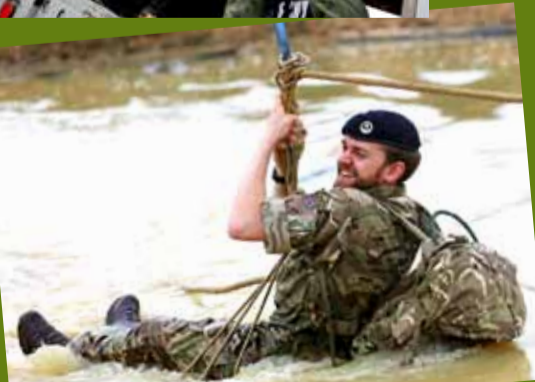
Director of Employer Engagement for Greater London Niall Ahern said: "Employers who attended this year came from a mixture of private and public sector organisations, varying in size from a small company right up to a multinational organisation."

"They were given the chance to interact with RNR and RMR Reservists and there was also an opportunity to hear from the commanding officers of HMS Wildfire and President, who briefed employers on the transferable skills that the Navy was getting from Reservists."

"All employers left with a much better understanding of what the Reserve offer is, the skills that would be useful to their businesses and lastly, each has gone away committed to supporting the Armed Forces Covenant."

CO of HMS President Cdr John Herriman, who acted as officer in charge of the exercise, said: "The word that sums up this training is exhilarating."

"The exercise team, led by Lt Gillian Waugh and Sub Lt Liam Connors, delivered dynamic training opportunities and I am grateful to the external support from the likes of 820 NAS and the Joint Information Activities Group."



Pictures: LA(Phot) Dan Rosenbaum



Pictures: Keith Woodland

● The Tigers Motorcycle Display team wowed the crowds, as did the Field Gun competition, pictured below

Fun for everyone

THOUSANDS of people flocked to the HMS Collingwood Open Day which helps raise funds for the RNRMC.

Highlight of the event was the RNRMC Field Gun competition, which saw crews from across the UK, Gibraltar and Naples in Italy compete for the Brickwoods Trophy.

The REME crew were victorious in the final against HMS Seahawk. HMNB Portsmouth finished third.

Hilary Jukes, Regional Fundraiser for the RNRMC, which this year supported more than a dozen Royal Navy field gun teams with a £30,000 grant, said: "It's been yet another brilliant day for the friends, family and charities of the Royal Navy."

"All of the competitors put on a great show. As a leading funder of the Royal Navy Field Gun Competition, we were delighted

to see the guys in their element and are grateful to both the general public and the teams for their kind donations."

Collingwood's CO Capt Andy Jordan said: "Open Day is a wonderful opportunity to show off what we do here to the local community, our friends and families, and of course to support local and Naval charities. It was a wonderful day."

In addition to the Field Gun competition the Navy's Warfare and Weapon Engineering Training establishment opened many of the areas used by ratings and officers to train them and prepare them for their roles in the Fleet.

One very popular area was the bridge simulator, where visitors got the opportunity to get an idea of how HMS Queen Elizabeth will look as she comes into Portsmouth for the first time next year.



● Capt James Parkin welcomes employees and trustees from charities for a night aboard HMS Bulwark

Brilliant Bulwark

Charities given glimpse of life at sea

FUNDRAISER OF THE MONTH

HMS Bulwark

EMPLOYEES and trustees from the RNRMC and its group charities spent the night aboard HMS Bulwark as a thank you for the work they do.

The ship's CO Capt James Parkin, who is a trustee of the RNRMC, invited staff from the charities, including the Royal Marines Charity, the Royal Marines Association and the Association of Royal Navy Officers, to get a taste of life at sea.

The visit began with a tour of the ship by Alex Leppard (AKA Def) during which visitors went to the bridge to watch as Bulwark departed Southampton.

The flight deck, vehicle deck and ops room were also on the tour.

The group then gathered for a cold drink on the deck looking out to the Solent.

"This ship is a city and I am its mayor," said Capt Parkin, who spoke about how his ship is like a city with its own hospital, police, waste removal and even sewage

systems and a very diverse ship's company with ages ranging from 17 to 54 and people from all different backgrounds and religions working together.

RNRMC vice-chairman, Cdre Annette Picton accepted a cheque on behalf of the charity for £2,275 raised through various fundraising activities.

One such activity was a gruelling 24 hours in which sailors ran the perimeter of the ship as many times as they could.

One sailor managed a staggering 340 laps. Through the event, sailors were encouraged to make a donation and in turn, the runners would wear certain items including fire-fighting kit.

After the meal, there were speeches from the captain and Cdre Picton thanking the catering team and again highlighting the work the charity does for the Royal Navy.

The visitors then were given access to several of the ship's messes where they got the chance to talk to sailors in their 'home' environment before retiring for a comfortable night's sleep.



● Cdre Annette Picton accepts a cheque from HMS Bulwark

The following morning, the visitors met a group of 16 sailors who had agreed to help build some paper ships as part of the charity's Tri-Service Red, White and Blue Day fundraising campaign.

When the visitors pulled out sheets of pink, sparkly paper and asked the sailors to build paper ships, they weren't sure what to expect.

It turns out, when you're on a ship like HMS Bulwark, doing

the same routine each day and where not much changes, the sailors welcome the opportunity to do anything slightly different.

There was envy and disbelief throughout as one sailor made his ship with no trouble whatsoever while some were still trying to decide what colour paper to use.

It was very heart-warming to see first hand how these sailors look out for each other and how big a part humour and teamwork plays in life aboard the ship.



They shall grow not old, as we that are left grow old: Age shall not weary them, nor the years condemn. At the going down of the sun and in the morning we will remember them.



Knight Sportswear is proud to be associated with Royal Navy and Royal Marines Charity.



For each item sold, £3 will be donated to the Charity. Please see below the RNRMC range.



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They shall grow not old, as we that are left grow old: Age shall not weary them, nor the years condemn. At the going down of the sun and in the morning we will remember them.

Aiming for the top

A NEW indoor artificial climbing facility at RNAS Culdrose, part-funded by the RNRMC, has opened in the base's gymnasium.

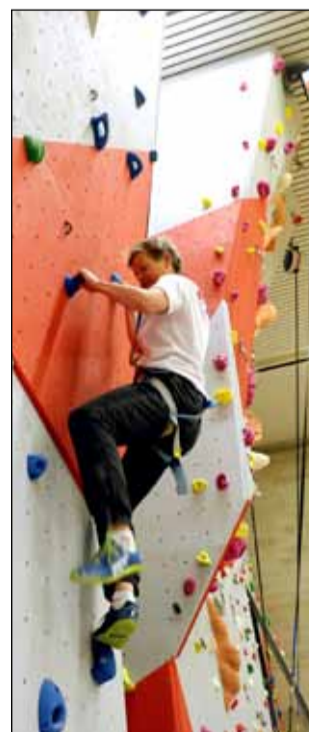
Putting his climbing skills to the test along with Base Warrant Officer WO1 Bridgette Turner, Capt Ade Orchard made the first official ascent of the new wall, after unveiling a commemorative plaque to mark the occasion.

"This climbing wall is second to none across the whole of the Armed Forces, certainly the best in the Royal Navy," said LPTI Gareth Reid, RNAS Culdrose Adventure Training Instructor.

"It really is very impressive and has been devised very cleverly. It has six automatic relays, which allow people to ascend and descend safely unaccompanied after a swift induction lesson."

Much of the funding came from the Royal Navy and Royal Marines Sports Lottery and the RNRMC. Together they helped with the £75,000 for the project, as well as helmets, ropes and harnesses.

"What we have is way beyond my wildest dreams when I looked into getting a climbing wall," said Lt Pete Mack, from Culdrose Climbing Club.



Picture: POA(Phot) Paul A'Barrow

Diners have deep pockets

MORE than £130,000 has been raised for Naval charities at a fundraising banquet in memory of those who served and died at the Battle of Jutland.

The Mansion House dinner, organised by the RNRMC and the White Ensign Association, was attended by some 250 guests, including charity donors and trustees, as well as senior Naval personnel and their families.

Funds were primarily raised through a silent auction, which promised to offer guests a collection of unique and one-off items, ranging from experience days at sea with the Royal Navy, to a flight with intrepid aviator Tracey Curtis-Taylor.

Other prizes included a track day in an Aston Martin DB5, an engraved 4in shell recovered from Portsmouth Harbour and a day at Lympstone Commando Training Centre for the King's Squad Passing Out parade.

Guests included First Sea Lord Admiral Sir Philip Jones, RNRMC President Admiral Sir Jonathon Band, and Vice Admiral Sir Donald Gosling, a major donor to Royal Naval charities.

Clyde personnel unite for 50-miler

TWENTY-FIVE personnel from several different organisations across HM Naval Base Clyde walked – and in some cases ran – nearly 50 miles for charity.

The Clyde team, which was made up of Royal Navy, MOD Guard Service, Forces Financial, Babcock and Lockheed Martin staff and families, embarked on the annual Keswick to Barrow-in-Furness walk.

The walk, which is known as the K2B, is celebrating its 50th anniversary this year. The event originated in 1966 as a result of

a statement made by US President John F Kennedy who said that: “every American should be capable of walking 50 miles a day”.

At the time the UK’s first Polaris submarine HMS Resolution was under construction at Barrow Shipyard where several American experts were involved in the project.

The Clyde team during this year’s walk included captain of the base Capt Craig Mearns, who was the first person across the finish line for the base.

“It was wonderful to experience the team

spirit and determination of everyone involved and also to have the opportunity to raise money for some well-deserving causes,” he said.

The team’s chosen charities were: Parkinson’s UK, MacMillan, Cumbria Flood Appeal, the Alzheimer’s Society, Help for Heroes, The Beatson, and the RNRMC.

Also taking part was a team from Royal Navy submarine HMS Astute, which raised more than £2,000 for children’s hospice Claire House.



Ensuring they are never forgotten

INJURED Servicemen and women joined veterans at a Buckingham Palace garden party.

The Duke of York, accompanied by Princesses Beatrice and Eugenie, hosted this year’s Not Forgotten Association party.

Around 1,800 people attended the party held by the charity which provides entertainment and recreation for the benefit of serving personnel wounded, injured or sick and veterans with disabilities.

Each year the NFA supports thousands of men and women of all ages through a busy and varied programme of Royal events, holidays, outings, concerts and the provision of televisions and TV licences.

Founded in 1920 by Marta Cunningham, an American soprano residing in London,

for the ‘comfort, cheer and entertainment’ of Servicemen injured in WWI, the charity has enjoyed Royal patronage from its beginnings.

Its first Royal Patron was Princess Mary, who established the tradition of the charity’s annual Garden Party at Buckingham Palace; their current patron is the Princess Royal.

The charity continues to enjoy the unique privilege of holding their garden party as well as a Christmas party in St. James’s Palace each year and both events are supported by members of the Royal Family.

Veterans who attended represented all conflicts from WW2 through to Afghanistan and the Royal Navy, Army, Royal Air Force, the Royal Marines and the Merchant Navy were all represented.



BATMAN and Robin abseil the Spinnaker Tower in Portsmouth to help raise more than £24,000 for SSAFA.

The abseil was part of the inaugural Spinnaker Supercars event, the brainchild of Michelle Leney and RNAS Yeovilton-based WO Baz Firth.

With a £10,000 target, the event proved to be a huge success with 47 people abseiling the 570ft tower, thousands of visitors to the event and the funds raised breaking through the £24,000 mark.

With more than 90 cars on display, including a £1.3m La Ferrari and £1.4m Koenigsegg CCX, through to the official Hasbro Bumblebee Transformer car there were vehicles worth a total of £10m for the public to enjoy.

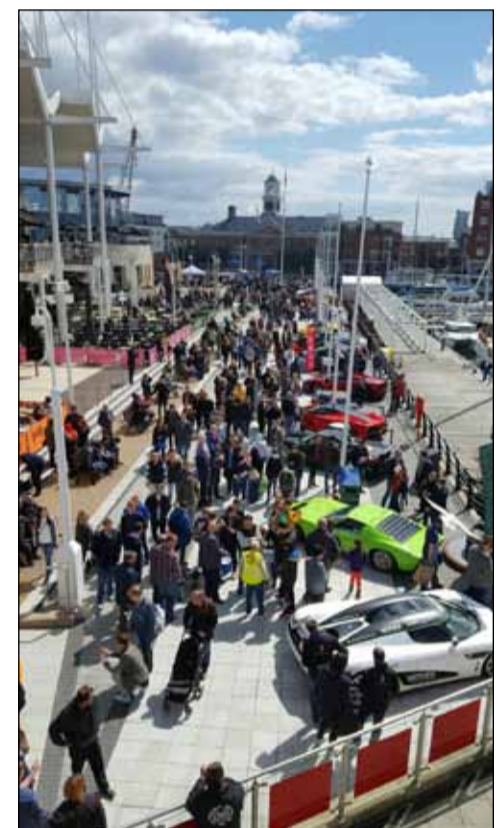
One of those abseiling was George Cross recipient and ex-Royal Marine Ryan Shelly, who said: “I thought the event was amazing, the effort and work that everyone put in to support such an amazing cause was phenomenal.”

“The cars were great and the abseil was great fun, I was more nervous behind the wheel of the Ferrari California than the abseil.”

“I wanted to support the event as soon as I heard about it as SSAFA really helped me when I was at a really low point, and allowed me to get back on track after being diagnosed with PTSD.”

Colin Wilding, General Manager for Gunwharf Quays added: “The Spinnaker Supercar event added a huge buzz to the centre, the wide array of cars and entertainment delighted visitors and as a team we were pleased with how successful the event was for SSAFA.”

One of the highlights of the day



● Batman and Robin abseil Spinnaker Tower while supercar fans enjoy looking at the vehicles

was the CCX from SuperVettura, which had been wrapped in a special white colour by MotoFX such that the public could sign messages of support for those abseiling and for SSAFA.

A world first, the car was immensely popular all day and has since taken part in other prestigious motoring events proudly wearing the wrap.

There was plenty of local support from the likes of Sam

Hard and his Hard Up Garage who brought two of his Rat Rod cars, the first two in the UK, who performed flame demonstrations throughout the day.

WO Firth, who also took part in the abseil, said: “There was a strong wind which made the rope challenging to control but looking down and seeing all the cars on display and the thousands of visitors made me feel very proud.”

“After months of planning, to see it all come together was very rewarding and Michelle and I can’t thank everyone enough for their support.”

Updates for next year’s Spinnaker Supercars event can be found at www.Facebook.com/spinnakersupercars.

■ Activities at RNAS Yeovilton Families’ Day raised £3,350 for the RNRMC Children’s Fund and the Army Benevolent Fund.

Boost for family club

THE Forces Families Club at HMS Collingwood received a donation of £200 from the ASDA Foundation.

FFC were chosen to be a part of ASDA’s Green Token Scheme in their Fareham store and ultimately received the majority of tokens.

The cheque was presented to FFC Chairperson Catherine Miller and Vice Chairperson Anna Harrison by Fareham’s ASDA Community Champion Sharon Noble and Customer Trading Manager Chris Lockyer.

Catherine said: “The donation will be going towards some new equipment for our fitness sessions.”

For more information on the FFC, contact the team on forcesfamilies1@gmail.com.



● Maj Kenny Craig, left, and Capt Sharky Ward, fly the flag for the Royal Marines Charity at 13,000ft during the Royal Navy and Royal Marines skydiving expedition Exercise Iron Eagle in California

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Designs on finding engineers of future

YOUNG engineers from HM Naval Base Devonport in Plymouth helped inspire children to create their own mini vehicles to encourage them to study science, technology and maths towards possible engineering careers.

The Ministry of Defence engineering apprentices organised a six-week programme at a Saltash school near Plymouth, as part of the national push to address the current and predicted future shortage of young UK scientists and engineers.

The initiative, called STEM, is supported by the MOD and industrial partner Babcock at Devonport, who rely on

a steady supply of new engineers to sustain the high-tech engineering on the site.

Twenty pupils from Saltash Community School were mentored by the apprentices into planning, designing, costing, developing and trialling a working model vehicle to transport pretend waste material.

The pupils were split into teams of five to work collaboratively to see who could come up with the best design to be tested in week six. They then competed to find the invention which travelled the furthest.

The apprentice team scored each team on the set criteria and result of the race.

Insights into Clyde

HM Naval Base Clyde hosted 50 children of employees for the annual Kids at Work Day.

Accompanied by their parents, the young visitors were treated to an action-filled day that also gave them an insight into the broad range of activities undertaken at the Clyde base.

Visits to the Royal Navy's bomb disposal experts at Northern Diving Group, the Royal Marines of 43 Commando and the MOD Police Dog Unit were all covered during the day.

Also on the agenda were visits to the base's

sportsdrome and ski centre, with the day ending with HMS Neptune Field Gun team giving a demonstration of the age-old Naval tradition of the field gun run.

Event organiser Joanne McMurdo, of Lockheed Martin UK Strategic Systems, said: "Kids at Work Day is a great opportunity for Naval Base personnel to show their children where they work and explain some of the important tasks which we undertake at HM Naval Base Clyde."

"The day also gave parents a glimpse of departments they may not have seen before."



Family fun on Atherstone

MORE than 170 visitors flocked to HMS Atherstone for her first affiliates and families day in four years.

Guests included the mine countermeasures vessel's sponsor Amy Jarvis, who first visited the ship during her launch in 1986, the Mayor and Deputy Mayor of Atherstone and members of the Ton Class Association.

The ship, which earlier this year returned to Portsmouth after three-and-a-half years in the Gulf, cruised down the Solent before anchoring for lunch off the Isle of Wight.

As well as demonstrations and a tour, a search-and-rescue helicopter timed an exercise perfectly for the ship's visitors.

Families of Crew 4 toured the Hunt-class ship, got the chance to sit in the captain's chair, learn about clearance divers, including watching a dive, and sit in the aimer's chair on the 30mm gun.

Relatives then enjoyed a hog roast on the minehunter's sweep deck, from where they had a great view of Ben Ainslie's America's Cup yacht in action.

Come on Eileen, time to revisit Culdrose

EILEEN Emould last walked through the gates at RNAS Culdrose in the early 1960s when she was serving as one of the very first female air engineers in the Fleet Air Arm.

She joined Culdrose in 1959 and for three years was part of the 200-strong Women's Royal Naval Service (WRNS) contingent on the base.

"I remember being part of a big Fleet Air Arm family, looking after the piston engine aircraft on the air station," said Eileen.

"I was an air mechanic first class, working on Sea Balliols – a two-seat trainer, Dragonfly helicopters and Rapides which were used as a taxi service around all the Naval air stations across the country."

Eileen returned to the base for a trip down memory lane, helped by Air Engineering Mechanic Chrissy Coard, who said: "She is truly inspirational; it's really nice to talk with someone who was an air engineer back then and working with all those different types of aircraft."

"It's been an absolute pleasure to show her around today."

Eileen was part of what was called the Station Flight and at the time they were equipped with both fixed-wing and helicopters that provided Culdrose's first dedicated search-and-rescue



● Eileen pictured in a Dragonfly helicopter; Culdrose in the 1960s; Eileen with AET Chrissy Coard



aircraft.

"It was all very exciting back then. I would always volunteer to be thrown in the water and get rescued by the RNLI lifeboat or winched up by the helicopters. They would practise this quite regularly, so I got plenty of flying."

Eileen recalled her leisure time, visiting pubs in Porthleven and as far away as Sennen Cove.

She was also a trombonist in the Seahawk Band.

"I've been around the base and chatted to lots of people. In some ways there is still that same FAA spirit I remember during

my time.

"I would have loved to have stayed in for much longer doing air engineering, but I got married and back then you couldn't stay in if you were wed."

"I'm often asked if I was a Wren and I always say, No! I was a Fleet Air Arm Wren."



Farmers fancy a whirl in a Merlin

WE'VE just got time for a Merlin selfie...

A Somerset landowner takes one for the family album on a day when the fliers of the Commando Helicopter Force said 'thank you' to local folk for letting them use their fields for training.

The CHF team invited the community to experience a day in the life of the wings of the Royal Marines at Merryfield near Ilminster.

Merryfield serves as the satellite to Yeovilton, around a dozen miles along the A303.

It's used extensively for training – including practising landing in tight spots.

But the majority of remote helicopter

landing sites within Yeovilton's operating area belong to private landowners, offered for use on a goodwill basis.

They're vital for the training carried out by CHF – and other aviation units.

As both a thank-you and as an enlightener, CHF hold a landowners' day to show how the offer of those sites helps prepare air and ground crew for front-line operations.

Landowners who offer their land up for training may be asked if their sites can be used up to three times a year – the helicopters never just turn up; all visits are agreed in advance.

Some landowners offer land for use after harvest or grass/hay cut, whilst others have

land available throughout the year.

The open day is run by the Commando Mobile Air Operations Team – they locate landing sites and makeshift 'airfields' in remote locations to support operations for real.

As well as a flight in one of the new Jungle Merlins – including the chance to clamber on the loading ramp while airborne – the guests had a go at firefighting on the ground courtesy of one of Merryfield's tenders.

Any landowner considering offering their land for use should contact the Mobile Air Operations Team on 01935 456807.

Picture: PO(Phot) Si Ethell, CHF



● Chefs Ashleigh Durston and Jonathan Stiggle from HMS Ocean put the final touches to their first course; LCH Durham



Pictures: David Sherfield

Ocean's chefs are cream of the crop

ROYAL Navy chefs from Fleet Flagship HMS Ocean took the honours in a kitchen contest.

Chefs and stewards from Devonport-based warships took part in the base's annual cook-and-serve competition held at HMS Raleigh.

The competition aims to develop the imagination and innovation of junior members of the logistics branch and introduce them to the pressure of competition catering.

Each team consisted of two chefs and one steward, who were challenged to cook and serve a three-course meal for two diners in just 80 minutes, while also impressing a panel of judges.

Ocean's winning team served up a starter of salmon cream with egg yolk ravioli with a sweet chilli salsa and basil oil.

The main course consisted of duck breast on a bed of buttered Savoy cabbage, with a fondant potato, asparagus spears, glazed baton carrots and a balsamic reduction.

For dessert the team produced a ginger and lemon tart served with a summer fruit coulis and Chantilly cream.

Chef Ashleigh Durston and Chef Jonathan Stiggle were responsible for the winning meal, while Std Abigail Washington made sure the front-of-house service was up to scratch.

Chef Durston, who joined the Royal Navy in 2013 and has been serving on the ship since 2014, said: "It's feels amazing to win. Taking part in the competition was a real

experience and a bit of an eye opener.

"There were a few things that we identified that we need to work on. The hardest part of the competition was getting the timings right."

Std Washington said: "This was our first competition and we didn't really believe in ourselves, but taking part and winning has given us so much confidence. Now we're hoping to be in the Navy team to take part in the Tri-Service culinary competition Exercise Joint Caterer later in the year."

Other competitors included a team from HMS Monmouth, who were awarded silver medals. HMS Portland's team and a second group from HMS Ocean, were awarded bronze.

Meanwhile, Leading Chef Andy Durham is the only Royal Navy representative selected to be part of the Combined Services Culinary Arts Team for the Culinary Olympics in Erfurt, Germany in October.

The 30-year-old is currently serving at the Defence Maritime Logistics School at Raleigh, passing on his skills to the trainee chefs as an instructor. He is one of 24 chefs that make-up the Combined Services team and is just one of ten who have been chosen for Germany.

LChef Durham said: "It's very flattering to be selected for the Olympics. I'm absolutely buzzing to be going to Germany and to be in such a small compact team."

"Last time the team took part they picked up a number of gold medals, so they have

a good history in this competition. We're competing in two different categories. One of them is the Erfurt challenge, which is a buffet for a large number of people, producing dishes from your country of origin, so we will be doing typical British dishes.

"We're also competing in a display category, where we have to make a huge range of restaurant style plates of food as well as platters containing edible table displays, petit fours and things like that."

The team are now in the process of preparing for the competition, selecting menus and putting in hours of practise to perfect each dish.

LChef Durham said: "There is a huge lead up and a lot of work to do before the event. There's a two-week workshop in August and then before the competition we'll get together and iron out any problems."

"Teams from every nation will take part, such as India, Switzerland, France, Germany and America. There will be Armed Forces teams from each nation, but there will be other civilian teams as well."

LChef Durham, who has been in the Navy for eight years, is a seasoned competitor and is also a member of the Naval Services Culinary Arts Team. Last year he took part in Exercise Joint Caterer.

He has cooked for numerous presidents, ambassadors and even royalty, including the Prince of Wales and Prince Harry.

Milestone for Hosey

A ROYAL Navy observer from RNAS Culdrose, Lt Cdr Steve 'Hosey' Hayton, has achieved the milestone of 3,000 flying hours.

Steve joined the Royal Navy in 1989 and began his flying training as an observer in 1990.

In 1992 he joined 814 NAS embarked in HMS Invincible in Hong Kong followed by the first of three deployments to the Adriatic in support of Operation Grapple.

In 1994 he qualified as a Qualified Observer Instructor (QOI) and went on to instruct Advanced Flying Training on 706 NAS.

In 1996, after being made redundant from the Royal Navy, he worked for Lockheed Martin, developing the curriculum and training devices for Merlin Mk1.

He subsequently re-joined the Royal Navy the next year where



he was involved in the Merlin Training System and 824 NAS, responsible for the development and testing of Merlin Mk1 training systems.

Currently Steve is training officer for 824 NAS.

Steve was greeted from his latest flight by 824 NAS Senior Pilot Lt Cdr Ian MacFarlane, bearing a bottle of Cornwall's finest fizzy plonk and a cake.



Submariners beached

TRAINEE submariners from Devonport joined forces with college students to help clean up a Cornish beach.

The students are currently undergoing a Public Services course at Duchy College and worked alongside the budding submariners to comb the beach at Porthtowan, picking up litter and debris washed in by the tide.

WO1 Jeff Crawford, Submarine Qualification Training Officer, said: "The beach-clean was a great opportunity for our students to interact with those from Duchy College."

"They were able to share their experiences of being in the Royal Navy so far with those students who are considering a career within the military."

You can keep the old shovel

A TROPHY known as the Shovel was the subject of a friendly 'tug of war' at RNAS Culdrose.

The trophy was originally presented at RNAS Portland in the early 1970s and moved to Culdrose along with the anti-submarine warfare training in 1983.

Alan Richardson, who worked at Devenish Brewery, said: "A group of us ex-employees were sitting around reminiscing about the old days when I thought about the Malt Shovel."

"We wondered what had happened to it and was the Navy still using it. So I wrote to the base and asked – tongue in cheek, – have you got, where is it, can we have it back?"

Cdr Steve Thomas, the CO of 824 NAS, replied: "I know exactly where it is, in my office, you can put your hands on it one day, but you aren't having it back."

Cdr Thomas did however, arrange for the history group to come and see the famous 'Malt Shovel', which continues to be awarded to the student graduating from Merlin flying training who merits special recognition.

The visitors were also treated to a personal guided tour of the Merlin facilities and got a chance to climb over one of the squadron's Merlin 2 aircraft.



Some of the visitors are involved in the development of the Kresen Kernow (Cornwall Centre) project in Redruth on the site of the now-demolished Devenish brewery.

It is set to be a modern archive and library space, bringing together the world's largest collection of manuscripts, books and documents relating to Cornwall.

The group originally wanted the shovel for the exhibition but agreed it should remain with 824 NAS.

"It's an honour to meet the friends of Devenish Brewery, and particularly reunite them, albeit temporarily, with the Malt Shovel which they had lost track of," said Cdr Thomas.

Singing praises of Isle of Wight

IT'S one of the UK's smallest counties but is making a big noise within the Royal Marines Band Service – providing ten per cent of its drummers.

Out of 50 drummers spread among the world-renowned five bands, five are from the Isle of Wight (population 140,500). And yet another is under training at the Royal Marines School of Music.

The musicians serve with the Band Service's Corps of Drums and its members front each band during marching performances and are renowned for their precision and drill. Each drummer is also a fully-trained bugler.

The five are: Corporal Buglers Stuart Bartlett, 38, and Kerrie Merrell-Silk, 28, and Buglers Lewis Crowe, 21, Mike Thomas, 27, and Alex Elliot, 24.

Bugler Aaron Hall, 17, is in his first year at the RM School of Music in Portsmouth.

Cpl Bugler Bartlett, serving with the Commando Training Centre band at Lympstone, Devon, said: "To have so many islanders in the Corps of Drums is remarkable. I think it's due to the proximity of the Royal Marines School of Music in Portsmouth and the fact that the bands perform on the island quite often."

Cpl Bugler Merrell-Silk, based with Royal Marines Band Scotland, added: "A lot of people across the island are very aware of the Royal Marines – a lot of former players live there. The island link extends beyond the Corps of Drums – several brass and woodwind players in the Band Service are also from there."



● Nick Jellicoe, left, with Admiral Rix

Booking with author

NICK Jellicoe, grandson of Admiral Lord Jellicoe, Commander-in-Chief of the Grand Fleet at the Battle of Jutland, is pictured with Admiral Rix, Chairman of the Royal Naval Benevolent Trust, presenting a signed copy of his recently published book *Jutland, the Unfinished Battle*.

Admiral Jellicoe established the Grand Fleet Fund at a meeting on board his flagship

HMS Iron Duke on February 1 1916.

The fund combined with other similar benevolent funds to become the Royal Naval Benevolent Trust in 1922.

Nick was very interested to learn about the work of the trust that is as important today as it was in 1922.

For more details visit www.rnbt.org.uk or call 02392 690112.

LEGO

A fantastic plastic day for 1/3 price

BOSSES at Britain's busiest theme park (over 2.2 million visitors last year) are offering two thirds off the ticket price for a special 'Services day' when Legoland will be open to just Forces personnel, NHS employees or the Emergency Services – and their families.

Sunday November 6 2016 has been set aside as a special 'thank-you' day for those who serve.

Instead of the usual £50 for adults and £46 for children, the Windsor attraction will be charging £17 for adults and youngsters, with under threes getting in free. There's no charge for parking and ticket numbers will be limited – meaning waiting times for rides will be reduced.

The park is also offering discount rates for its hotel.

Details are available from www.defencediscountservice.co.uk or you can book tickets by calling 0871 222 4001 and quoting 'services day'.

One member of your group will need to show a Service ID or Defence Discount Services card on the day to gain entry.



Join the Navy, see The World

AND there it is. The World, Dubai.

Several thousand metres above the emirate, AB(ID) Ethan 'Jenks' Jenkins tries his hand at skydiving – one of numerous activities laid on for the ship's company of HMS Chiddingfold during a week in the Gulf's capital of pleasure-seeking.

The Bahrain-based minehunter took a break from the near-constant exercises, training and patrols in the Gulf for a CO's week – a mix of routine maintenance for the ship and a break for the ship's company.

The stopover in Dubai provided a welcome opportunity for crew to fly their families and partners out – for most the first time they'd been together in four months.

Otherwise, there was AT and other activities aplenty, notably desert safaris and sky diving.

"Seeing my wonderful girlfriend again after four months away and then going sky diving across The Palm in Dubai have to be two of the highest points of the deployment," said Jenks.

Lt Scott Hamer, Chid's XO, said the week in the UAE was vital to allow crew to recharge their batteries.

"Being deployed for long periods can bring real challenges to the people onboard as they have spent four months working long hours at sea, away from home, and family and friends," he added.

"CO's week goes a long way in maintaining the morale of the crew and keeping the ship ready."

Five Chids had another reason to celebrate while in Dubai as they discovered they were in line for promotion: ETs Stuart 'Stuey' McCabe and Jonny 'Jeff' Whittle, ABs Scott 'Brodders' Brodrick and Tom 'Watty' Watkinson and LET Aaron 'Bob' Mortimer.

Go on, try life in

SIXTEEN prospective submariners and their families spent a weekend in Faslane and environs with the goal of busting a few myths about the RN's base on the Clyde.

By the end of the decade Faslane will be home to the entire Silent Service with the transfer of the final T-boats from Plymouth – prompting a push both to recruit new submariners and clear up any misunderstandings among already-serving personnel.

All 16 personnel – mostly based in Cornwall and Devon – had expressed an interest in becoming submariners, transferring from the general service, Fleet Air Arm and Royal Marines before heading north of the border for the three-day taster, organised as part of the Sustainable Submarine Manning Programme.

"Half of the group have already formally submitted their transfer requests to their career managers, with several others stating their intention to do so," explained Submarine Service Command Warrant Officer Andy Knox – the most senior rating in the Silent Service.

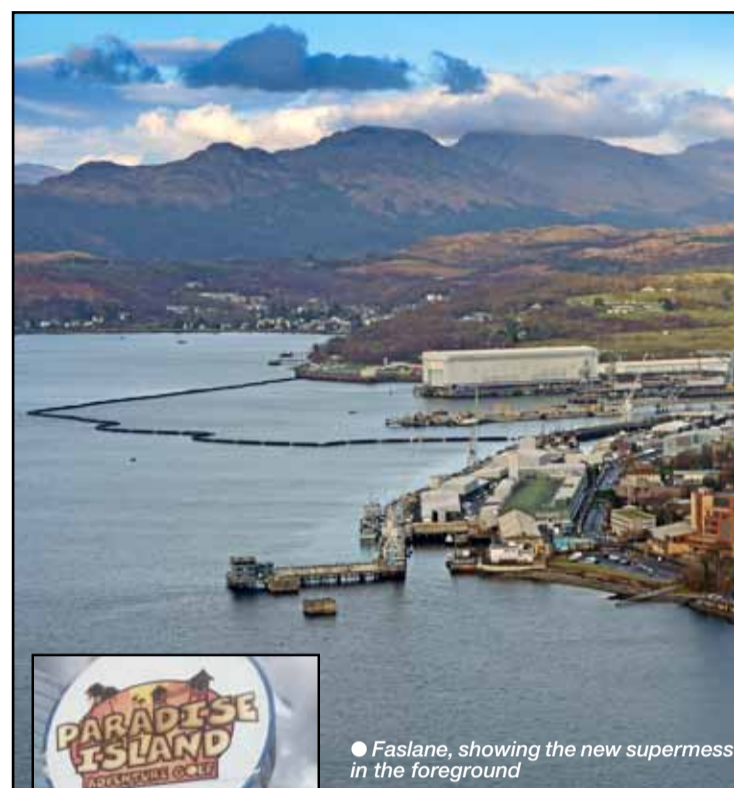
"What was particularly pleasing was the families' response to being here, with many of them saying that they are really looking forward to the move. We completely transformed this group of people's inaccurate and out-of-date perceptions of what is on offer – from the weather, to things to do and the support available to them here."

The biggest concern families expressed was transferring from the English to Scottish education systems. Any fears were put to rest by the Royal Navy and Royal Marines Welfare team who told the group that with as many as 50 per cent of pupils in the Helensburgh area being from Service families, the Scottish Government has provided £100,000 to support their specific needs.

Argyll and Bute Council has recruited a qualified teacher to work full-time supporting Service children, and has established a dedicated website for Service personnel and their families (www.argyll-bute.gov.uk/armed-forces).

"I was shocked when my partner first came home and said that he was considering transferring to the Submarine Service – it wasn't something that I expected. I was very apprehensive as I wasn't sure what support was available to us, either to me as a partner or to him on board," said Katie Smith, partner of LAET Tom Smith.

"The key thing for me was



● Faslane, showing the new supermess in the foreground



Memorial Gym.

The group ate out in Helensburgh, some receiving the red-carpet treatment at an evening screening at the new local 300-seater Tower cinema, while others enjoyed the real ale festival.

Before they headed back to the airport, the group visited Glasgow city centre and also SOAR at Braehead with its IMAX cinemas and one of the longest indoor real snow ski slopes in the UK.

Cpl David White, an armourer with the RM, was attracted to the Submarine Service from the Corps by the money and qualifications he would eventually be able to take into civvy street.

"The whole trip for me was to see how I would feel being on a submarine – doing that was the most important thing for me: just to know whether or not I could live for weeks or months on board. So, I need to go away and have a think about that now," he added.

"The kids loved the facilities, especially my little boy on the ski slope! It looks like there is a really good support base in the area, especially education and support for wives, which I have never seen at any unit before. They seem to understand here, with their fellas being away for a long time, what the families need."

PO(AET) Lee Rice wanted more of an insight into the Silent Service. "I hadn't realised how

finding out about the fantastic support available to me as well as Tom. The facilities and the accommodation, both on base and in the Helensburgh area, are amazing as well as the in-depth training that will keep Tom safe."

At Faslane, the group visited HMS Torbay and some of the dedicated submarine training facilities. They also visited the Churchill estate to see Service accommodation, the supermess with its single-living accommodation, shops, cafés, bars, restaurants and bowling alley. Their tour also took in the base's own dry ski slope and sportsdrome, including the newly opened £250,000 Doug Wylie

Network hears of progress

THE 2016 Naval Servicewomen's Network Conference was hosted by Faslane with 120 people attending proceedings in the Warrant Officers and Senior Rates Mess.

They heard from a variety of speakers including: Cdre Inga Kennedy, Inspector General for the Headquarters of the Surgeon General; Maj Corinna Priest of the Queen Alexandra Royal Army Nursing Corps; Gail Broadhurst, head of hotel and catering for Babcock Clyde; and the MOD Civil Service's Morag Malcolm.

Topics discussed included women in combat; serving in submarines; unconscious bias; mental health; and resilience.

There was also a number of workshops featuring coaching and mentoring opportunities.

In the afternoon, Armed Forces Minister Penny Mordaunt made a 'virtual appearance' courtesy of a video message.

"When I was growing up I never dreamed we would have women commanders and women submariners, or even Royal Navy personnel like Kate Nesbitt, winning the Military Cross for courage under fire.

"Yet today our serving women are proving their mettle across the world. They're targeting Daesh in

Iraq, maintaining the Continuous at Sea Deterrent and excelling in engineering, in medicine and in IT."

She finished by congratulating Clyde on holding the inaugural conference, saying: "You're already riding the crest of a wave and with the numbers of women entering the Submarine Service I'd expect the female population of Faslane to keep rising.

"As long as you continue celebrating, encouraging and inspiring those new recruits and all our women I've no doubt you'll ensure that they are the very best they can be."

The conference was closed by Nicola Williams, Service Complaints Ombudsman, who spoke about her career and experience.

Lt Cdr Carla Higgins, Commander of the Faslane Patrol Boat Squadron and vice chairwoman of the network's Northern Region, said the conference had been attended by far more people than originally expected "and the variety – men and women from the Naval Service, Army, Civil Service, MOD Police and Industry – demonstrated how inclusive the network is.

"I hope that the sharing of information and experience has inspired and empowered those that attended and beyond."



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the Faslane



and single living accommodation complex
Picture: LA(Phot) Pepe Hogan


much more money submariners are paid. When I mentioned this to my wife, and the move to Scotland, surprisingly she was all for it within minutes – she fancied the move.

“The best part of the trip for me was when we saw the simulators in the training school, which were really good. I had thought Clyde was going to be pretty much a dead end. So, I have been shocked to see how much is on offer for the families in the surrounding area, especially the indoor snow slope at Braehead – we’ve nothing like that at home.”

ET(ME) Mawi Tinoci said the weekend sampler really opened his eyes – and those of his family (pictured opposite taking in the sights of Braehead): “The range of activities available to my family, both in the base and in the local area, are fantastic and my kids loved it.

“It is reassuring to know that the support that will be available to my family when I am away will be second to none. This whole weekend has been really encouraging and I look forward to joining the elite ranks of the Submarine Service.”

WO1 Knox isn’t surprised by such reactions. “Coming from the South West, many of the families did not know what to expect from Scotland,” he said. “The feedback I received was that they were amazed by



THE taster visit was part of a wider Royal Navy initiative to encourage 40 qualified engineers to transfer to the Submarine Service, which has already attracted over 100 expressions of interest. Any transfer comes with a five year return of service upon submarine qualification.

Volunteers must have at least three years left to serve; accept an extension of service; be medically fully employable and hold, or be willing to hold, sole British nationality.

Personnel transferring to the Submarine Service will receive a £5,000 ‘Golden Hello’ on achieving their ‘Dolphins’ – a recognition that they have qualified as a submariner.

As they progress they will be entitled to an attractive pay package which could equate to as much as 25 per cent more depending on rank and specialisation.

the wide range of high-quality facilities and activities right here on their doorstep.”

Admiral's staff mosque visit

REAR Admiral Alex Burton and his staff presented religious leaders with a mounted crest – a thank-you for the hospitality shown on a visit to the Al Mahdi Mosque, near Fareham.

The Rear Admiral Surface Ships and his team were invited to join worshippers at the mosque, located in the middle of rural Hampshire, for Friday prayers.

The mosque has served the Shia Muslim population of the ancient region of Wessex for nearly a quarter of a century, meeting not just the spiritual needs of its community, but also supporting their education and social needs, and promoting ties with other religions.

The sailors were invited to breakfast in the evening – the visit fell in the holy month of Ramadan – and were given a comprehensive tour of the mosque before joining the congregation in the main hall for Friday prayers with some pamphlets to help them follow proceedings.

“The text on front of the service leaflet advised the congregation to ‘Keep Calm and Pray On’ – a nice touch which shows that even in this important prayer there was a sense of humour and a touch that was appreciated by the visitors,” said Admiral Burton, who wished the Muslim community the traditional greeting of ‘Ramadan mubarak’ (blessings for Ramadan).

There were two sermons by the imam / resident alim, followed by a chance for the admiral and his team to observe prayers.

“You rarely get such a fantastic opportunity to look around a mosque – this was a real privilege and we all enjoyed the visit very much,” said LStd Ben Goss.

Lt Frances Bond added: “It was a pleasure to visit the Mosque and particularly nice to be included in the Prayer of Unity.”



FLANKED by Raleigh’s CO Capt Rob Bellfield and WO2 Robbie Robertson, parade sergeant major, Rear Admiral Tim Fraser takes the salute from the newly refurbished dais overlooking the Torpoint’s establishment’s parade ground.

The admiral – assistant chief of defence staff (capability and force design) – was guest of honour for the passing out parade of Gould 34 entry, who probably didn’t realise the platform had been refurbished.

New railings have been fitted around the dais and glass inserted between each stanchion; the central pane honours Jutland VC winner Jack Cornwell, who is also remembered at Raleigh by the recruits’ Cornwall Division and by Frank Salisbury’s famous portrait of the 16-year-old gunner which hangs in the base’s chapel.

Picture: Dave Sherfield, HMS Raleigh

Carrying out operations on operations with France

SENIOR RN medical officers joined the French assault ship Dixmude to see its impressive hospital facilities – and how the two navies might cope with casualties on a joint operation.

The Dixmude – a sort of Bulwark/Ocean hybrid – was France’s principal participant in this spring’s Griffin Strike exercise in the Bristol Channel.

Surg Cdr Simon Leigh-Smith, Whitehall’s Defence Medical Liaison Officer in Paris, and Surg Cdr Richard Heames spent ten days with the Dixmude during last year’s Anglo-French Corsican Lion exercises for an extended insight into the 21,000-tonne vessel’s medical facilities to determine ways of treating the sick and wounded at sea.

Dixmude has an impressive hospital facility – it’s one of the ship’s four core roles alongside amphibious operations, serving as a helicopter carrier and acting as a command ship.

At the very minimum, the medical staff provide Role 2 care – damage control surgery – but Dixmude can serve as a floating field hospital by adding modular facilities such as a CT scanner or extra laboratories in the hangar next to the hospital.

That’s a different approach from the RN Medical Service – there’s a Role 3 facility (field hospital) aboard RFA Argus and Role 2 aboard Bay-class ships.

When Dixmude put into Plymouth at the end of Griffin Strike, the RN’s Medical Director General, Surg Cdre Peter Buxton, the Deputy Assistant Chief of Staff Medical Operations Capability Surg Capt Graham Hill and Surg Cdr Leigh-Smith toured the Dixmude with various medical staff officers.

They are looking at deploying a team of RN Role 2 medics on one of the Marine Nationale’s three Mistral-class assault ships

Where to look

GALAXY BRIEFS

14-2016 Why Sea Power is vital to our island nation

13-2016 Diversity and Inclusion Directive RNTMs

205/16 – Joining instructions for leading and senior rates’ leadership courses
184/16 – ISL’s Greenwich Hospital Prize
179/16 – Portsmouth Flotilla families weekend
178/16 – Introduction of the Warfare Branch fast-track scheme

DINs

2016DIN01-096 - Travel on the Transport for London (TfL) network for Service personnel
2016DIN08-006 – Non-entitled cash casual meal charge for Financial Year 16/17

DIBs

2016DIB/17 - Quick reference guide: Changes to Service Personnel Take-Home Pay from April 1 2016
2016DIB/21 – Results of the Armed Forces Continuous Attitude Survey (AFCAS) 2016

Natalie’s a rising star

JUNGLIE Merlin pilot Lt Natalie Grainger has been singled out as a trendsetter and role model for women all over the world.

The 28-year-old, who serves with 846 NAS at Yeovilton, was named one of the country’s top 100 rising stars in the female-only ‘We Are The City’ awards.

Some 850 women across 20 industries and professions were first whittled down to 200 names on a shortlist by a panel of judges before the public were invited to pick the winners; 28,000 votes were cast by people in 118 countries. Natalie was selected in the ‘defence’ category alongside female personnel from the Army and RAF and MOD civilians.

Originally from Guernsey, Natalie joined the Navy in February 2008, following in the footsteps of both her parents.

It took nearly four years to complete pilot training, earning her wings at the end of 2011 flying Sea Kings for the Commando Helicopter Force, the wings of the Royal Marines.

After a tour of duty in Afghanistan supporting British and Allied troops on the ground, Natalie returned to the UK to learn to fly the more modern and powerful Merlins which have now replaced the veteran Sea Kings.

Since then, she’s led the commando assault – the crowd-pleasing finale flypast at Yeovilton’s air day, leading a formation of 15 aircraft in front of 40,000 spectators with fires and explosions raging on the ground. This year it falls to her to plan the trademark spectacle.

And away from the cockpit,



the junior officer has represented the Royal Navy at football and snowboarding, has just taken up kitesurfing and has signed up for her first triathlon.

“I’m truly humbled to have been not only nominated for a Rising Star award but to win it as well, I’m over the moon that so many people voted for me,” said Natalie who’s ultimate goal in the Fleet Air Arm is to command a Merlin squadron.

“It’s nice to be recognised and to be seen as a role-model to future generations of females in defence – and in particular all the budding future female aviators out there.”

It’s the second award for the pilot, who’s about to be her squadron’s deputy operations officer. Last year she received a Commander Joint Helicopter Command Personal Commendation in recognition of her exceptional service.







REWARDING JOB VACANCIES IN RECRUITING

Vacancies have arisen for service leavers and ex-serving Royal Navy Junior Rate's and Royal Marines Other Ranks to serve in rewarding posts as Assistant Careers Advisers (ACA) in Armed Forces Careers Offices at specific locations across the UK.

Employment is for 2 Years on Full Time Reserve Service (FTRS).

Rewards include excellent rates of pay and an opportunity to inspire the Royal Navy's people of the future.

Eligibility - Must have been on the trained strength and recommended for further Naval Service. Those who left Naval Service must not have been outside for more than 2 years.

For more information on the current ACA vacancies Call:
023 92628784
or E-mail:
navypers-resffengwo@mod.uk

New boating station is unveiled

THE Sea Cadet Corps has a new boating station fit for the 21st Century and is now looking to change the lives of thousands of youngsters in the London area.

World champion sailor Megan Pascoe and other special guests joined 60 cadets and well-wishers for the formal opening ceremony of the Welsh Harp station in Wembley, North London.

Sea Cadets raised £750,000 to replace the former boat station, which was built in 1960.

Megan, who won gold in January this year in the 2.4m World Championships, took time out of training to officiate, cutting the ribbon to declare Welsh Harp officially open.

The sailor, who has cerebral palsy affecting part of her body, said: "Sailing to me is a lifelong skill which I would not be without whether I'm racing internationally or down my local club."

"Sea Cadets is an organisation that gives so much to young people because of the amazing range of activities that they offer."

Welsh Harp will enable nearly 700 cadets every year to gain nationally-accredited qualifications in sailing, kayaking, rowing and windsurfing.

The station has been built as a residential centre, meaning that for the first time cadets can stay overnight, enabling them to spend more time on the water and not worry about accommodation.

Welsh Harp is also opening its doors to the local community, welcoming local pupils and students to use the facilities during school hours.

Tye Shuttleworth, Head of Inshore Boating at Sea Cadets, said: "We have been eagerly anticipating the arrival of our 21st-Century boat station."

"We believe it will enable thousands more young people to gain qualifications and develop their life skills to grab a better future."

LC Giles, 16, from Wembley, who helped support the appeal, said: "Since learning to sail at Welsh Harp every week at Sea Cadets since I was 12, I'm now winning sailing races and am the current holder of the Sea Cadets Jutland Trophy, and recently won a 24-hour sailing competition at the boat station."

Welsh Harp Boat Station was designed by architects The Relp Ross Partnership Limited and took five years to complete.

Tewkesbury celebrates

TEWKESBURY unit's cadets, staff and volunteers, together with parents and friends, celebrated the Queen's 90th birthday in style, with a huge beacon that could be seen for miles around.

Unit's padre Rev Canon Roger Grey gave a short talk about the Queen's devotion to duty to the nation, and led everyone in a service of thanksgiving.

CO Sub Lt (SCC) Tristan Cooper RNR said: "It was a real privilege to be involved in such an historic event, and it was clear that Queen Elizabeth holds a special place in the hearts of all members of Tewkesbury Sea Cadets."

The evening was rounded off with 'tea and stickies', and with three hearty cheers.

Other beacons were spotted as far away as Malvern (ten miles) and Pershore (five miles).

The unit thanked Carl Redfern of Eckington Village for the use of his land to hold this event.



In the running

A FIELD gun competition for youth organisations has been won by one of the original competitors.

HMS Collingwood hosted the Portsmouth Area Volunteer Cadet Corps (PAVCC) competition, but it was close neighbours HMS Sultan Volunteer Cadet Corps (VCC) who took the title for the second year in succession.

This despite the fact that the contest was opened up to all cadet forces and units last year, providing a greater element of

rivalry.

The competition recalls the fortitude of Naval Brigades during the Boer War of 1899-1902 in South Africa, when improvised field guns, using Naval guns from HMS Terrible and Powerful, were manhandled over rough terrain to help relieve the siege of Ladysmith.

Field gun competitions representing elements of that episode, were instigated early in the 20th Century, and the Collingwood event is a variation on these themes.

Crews of 19 cadets, male and female aged between ten and 18, manoeuvre a 7lb field gun and limber, weighing over 900lbs in total, over more than 150 metres, carrying out drills on the way.

The competition mirrors that of the Navy's RNRMC competition, and is widely acknowledged as being one of the toughest team events in the world.

Despite losing one member to injury on the run out, the Royal Marines (VCC) still finished second, and but for a ten-second penalty, hosts HMS Collingwood

(VCC) would have finished third, but a cleaner set of drill enabled TS Cardiff (SCC) (pictured above) – to take their place.

It was the 11th year in succession that the Welsh unit took part in the event.

Collingwood were also beaten by the Hants & IOW Army Cadet Force, leaving the home team in fifth place.

Cardiff and Collingwood were due to lock horns again at the Wales Armed Forces Day at Caerphilly Castle as *Navy News* went to press.

Summer camp, Bristol-fashion

ONE of the Royal Navy's most senior officers made the short journey from Navy Command HQ to HMS Bristol to catch up with the Sea Scouts' summer camp.

Second Sea Lord Vice Admiral Jonathan Woodcock called in on a party of around 300 – 195 youngsters, the remainder instructors and staff – who spent a week undertaking watersports and visits.

One of the big attractions of the annual camp – which has been running for almost two decades – is the chance to spend time on the harbour training ship.

The 195 Sea and Explorer Scouts, aged between 12 and 18, were drawn from 32 units officially recognised by the RN, including visitors from South Shields and Lytham St Annes.

While most were Sea Scouts aged between 12 and 14, 24 were older Explorer Scouts who were acting as young leaders – helming dinghies, crewing power boats, or supporting the divisional team.

Others were seeking to gain qualifications on formal courses.

Split into six divisions, the Sea Scouts sailed dinghies and yachts, went power boating,



enjoyed paddlesports and visited Portsmouth Historic Dockyard.

One highlight was time spent with members of the local Volunteer Cadet Corps learning military skills – Scout leaders hope they can return the favour by taking VCC cadets on the water.

Barbie Tomlin, deputy Scout leader in charge of the camp, said: "I think HMS Bristol is almost as important to the youngsters as the camp."

"Coming on here, being part of a ship's routine – things like

Call to Hands at 6.30am – it is all part of the experience.

"You can see it on their faces when they arrive here and look up at this big grey hull."

Vice Admiral Woodcock said: "I was delighted to visit HMS Bristol and see so many young people enjoying themselves on their Sea Scout camp, learning new skills on the water and making new friends."

"It was a pleasure to meet the enthusiastic adult volunteers who make this camp possible and I am

grateful to their on-going efforts.

"It is important to me that the Navy continues to support organisations such as the Sea Scouts, and I am very proud of the work that they continually do to support the Naval Service."

Planning has already begun for a special camp in 2019, marking the centenary of Royal Naval recognition of Sea Scouts, partly as a result of their efforts during the Great War, when youngsters could be found carrying out coastwatching duties.



● CADETS from Taunton unit march out of the UK Hydrographic Office in Taunton. The cadets were based at the UKHO for 17 years, but have now moved to Norton Manor Camp, home of 40 Cdo RM. The cadets were inspected by Rear Admiral Tim Lowe, National Hydrographer. Members of Bridgwater unit also attended the parade

Picture: PO(Phot) Si Ethell

Birthday parties for Corps

THE Sea Cadet Corps was celebrating its 160th birthday in style as *Navy News* went to press.

Since 1856 Sea Cadets has given thousands of young people a head start in life through nautical adventure and fun, and the birthday was marked on June 25.

Across the UK hundreds of Sea Cadets celebrated the birthday by hosting picnics in local parks, unit buildings and community centres, and inviting the local community to join them.

It also coincided with the 90th birthday of the Queen – the charity's patron.

Twelve Sea Cadets from across the country were selected to attend the largest street party on the Mall in St James' Park earlier last month, organised by Buckingham Palace for the Queen to celebrate her birthday with thousands of people.

Picnics hosted by Sea Cadet units therefore celebrated the birthdays of the units and the Queen.

Cadets have had another busy year and were thrilled to launch a new fundraising campaign to replace the two yachts TS City Liveryman and TS Vigilant, as they have come to the end of their serviceable life.

The yachts have, over the past 16 years, given 4,600 young people transformational voyages at sea, offering a unique learning experience as they work together as teams to navigate Britain's coastline.

Tribute to sailors

BRIDLINGTON Sea Cadets joined veterans from the local RNA branch and members of the Submariners Association to remember four sailors from the town who died at the Battle of Jutland 100 years ago.

Three men – Christopher Edmund, Edmund Grimshaw and Thomas Thresh – died when battlecruiser HMS Indefatigable blew up, and Charles Roberts was lost when a similar fate befell HMS Queen Mary.

The service, led by Revd Matthew Pollard of the Priory Church, was well-attended by veterans, Sea Cadets and serving submariners from Faslane.

Relatives of Stoker 1st Class Edmund Grimshaw were invited to lay a wreath in his memory.

Cadets remember

THE centenary of the biggest naval engagement of World War 1 was marked by a series of commemorative events across the UK at which Sea Cadets were on duty.

Undaunted by the occasion, Navy Board Cadet POC Gareth addressed the audience at the national commemoration of the Battle of Jutland.

Numerous VIPs attended the event in Orkney, including David Cameron, HRH Princess Anne and the First Minister of Scotland, Nicola Sturgeon.

Cadets and volunteers from Northern Ireland also carried out some very moving readings aboard the sole remaining ship from the battle, HMS Caroline, which has recently been renovated and opened to the public.

■ Jutland – pp26-7

Building a generation of engineers

WHAT do Sir James Dyson, Ashton Kutcher, Cindy Crawford, Elon Musk, Rowan Atkinson and Teri Hatcher all have in common?

They all started as engineers – and now the Sea Cadet Corps and Seafarers UK are working together to launch a project to build the next generation of UK engineers.

In an initiative launched at Mansion House, the Lord Mayor of the City of London, Lord Mountevans, lent his weight to a new three-year project designed to inspire and engage UK youngsters into thinking about a future in marine engineering and see how far it can take them.

The consequence the UK faces as the shortage of people with engineering skills grows is well reported, triggering concern across the sector for the long term future of the UK industry.

Lord Mountevans unveiled the first of seven pods, showcasing how engineering will be driven right into the heart of communities and schools across the UK, helping to spark young minds to think about a future as bold as they can imagine.

The funding for each pod is via Seafarers UK, this being one of three centenary fundraising projects for the charity.

Lord Mountevans said: "This eye-catching initiative can inspire more young people to learn about the wide mix of career opportunities that exist in the UK's world leading maritime sector, and in marine engineering in particular."

"The maritime sector is a huge economic contributor, employing over 140,000 people, and a real area of competitive advantage for the UK."

"My hope is that as these mobile units visit more young people, schools, teachers, parents and career advisers will be inspired by the idea of pursuing a hugely-rewarding career in marine engineering."

The project is designed to appeal to children in Year 9 thinking of Options choices.

Its playful design of semi-hidden icons encourages youngsters to think about the scope of engineering – from drink cans through recycling to Playstations, life is full of engineering innovations.

The pilot scheme starts in the South West, with plans to roll out to schools and the rest of the UK later in the year.

The pods are practical, mobile teaching assets, holding essential kit including a sectioned engine.

They can be used for delivering introductory qualifications in marine engineering – a core module of Sea Cadet training, to simple and effective taster sessions in schools.

Barry Bryant, Director General of Seafarers UK, said: "Seafarers UK has supported maritime youth work and those organisations focused on preparing young people for a potential career at sea for almost 100 years."

"This joint initiative with Sea Cadets is a great way of reaching out to young people and helping them to think more creatively about their career aspirations and the opportunities that exist in maritime and marine engineering."

This is a pioneering project for Sea Cadets, whose core aim is to build confidence so that young people can find their course in life.

Combined with their experience of working with young people, it has helped the Corps shape a project they believe can inspire more young people to take a step towards a better future, for them and their families.



● TS Royalist sails in company with Britain's largest cruise liner, P&O's Britannia, in Southampton Water

Picture: James Morgan

Flagships meet on South Coast

TWO flagships sail side by side in Southampton Water to celebrate a partnership between the two owners.

Towering over the Sea Cadets' TS Royalist is Britannia, the largest liner in the P&O Cruises fleet, as they head down Southampton Water towards Calshot and the open sea.

Britannia displaces 141,000 tonnes compared with Royalist's 121 tonnes, and at

330m is over ten times the tall ship's length.

P&O Cruises' parent company, Carnival Corporation, donated \$500,000 (over £300,000 at the exchange rate of the time) to the MSSC New Ship Appeal, which helped raise £4.8 million to replace the old Royalist.

P&O Cruises senior vice president of sales and marketing Paul Ludlow, said: "Sea Cadets provides a solid foundation for youngsters."

"It teaches them practical life skills which will stay with them throughout their journey into adulthood."

"These young people are our future and we should take every opportunity to invest in them and in their chance to learn and grow."

"I am delighted that we are able to play a part in this with our donation to their new flagship."

CCF section opens at Plymouth college

MEMBERS of a new Royal Navy Combined Cadet Force section told of their excitement as the unit was officially launched at a Plymouth college.

The CCF RN section, part of the government's Cadet Expansion Programme, was officially opened at Plymouth University Technical College (UTC) with a parade, music from the Royal Marines Band Plymouth and a unit flag-hoisting ceremony before an audience of civic and military VIPs, students, staff and parents.

Cdre Robert Fancy, Commodore Naval Training, based in Devonport Naval Base, inspected the newly-trained cadets at a ceremony hosted by Polly Lovell, Principal of the College.

He said: "It is a huge privilege to open a brand new Royal Navy Cadet Force, and especially so in Plymouth, with the close ties with the Royal Navy."

"The cadet force will enrich the cadets' experience of education at UTC Plymouth."

"UTC will deliver an excellent education in science and engineering and the CCF will add to this, giving them challenges such as leadership and team-building underpinned by the Royal Navy's core values of commitment, courage, discipline, respect for others, integrity and loyalty."

"They will also get a chance to take part in many activities not normally available to other youngsters, such as kayaking and sailing."

He added that if the cadets wanted to join the Royal Navy then they would be warmly



● Commodore Naval Training Cdre Robert Fancy talks to one of the Plymouth UTC cadets

welcomed, especially those with an engineering career in mind.

POC Nicola, 17, who transferred from another sea cadet unit, said: "Today was a really special event."

Cadet Annabell, 16, who wants to be a Royal Navy engineer, said: "I'm a brand new cadet with no experience, and so far we've done some seamanship skills and trained a lot for this parade."

"Luckily the drill was the best we've ever done."

Cadet Siobhan said: "It was really nerve-racking in front of everyone today, but an amazing experience."

"I'd like to join the Navy. I want to apply my experiences with the cadets to my learning and get a

taste of life in the Navy."

The section will further cement links with the wider Royal Navy – Plymouth UTC, which opened in September 2013, is one of six UTCs already affiliated to the Senior Service.

Flag Officer Sea Training Rear Admiral John Clink said: "The intention for Royal Navy involvement in UTC sponsorship is to support the development of young engineers in the UK."

"There are significant areas of the UK engineering industry that help to supply and support the engineering that makes the Royal Navy a strong global force."

The Royal Navy is committed to the enduring success of the UTC concept by providing

access to world-class facilities and technical expertise to enrich the development of UTC students to generate the technicians and graduates of tomorrow.

The college's fledgling CCF already has 30 cadets, with Lt (CCF) Kerry Eldershaw RNR their new officer commanding.

She is due to carry out the necessary training at Britannia Royal Naval College.

The principal aim of the CCF (RN) is to develop leadership skills among young people, and to give them a wider understanding of the Naval Service.

Plymouth UTC had already run some CCF RN taster days for the students and leadership training for the cadets.

Lunch with the stars

SEA Cadets rubbed shoulders with royalty and celebrities at the Patron's Lunch, on the Mall in London, which celebrated the Queen's 90th birthday and her links with more than 600 charities and organisations.

Cadets were starstruck when Sea Cadets ambassador the Duke of York, along with the Earl and Countess of Wessex, stopped to chat to them.

The youngsters kept a good look-out for celebrities, and did not hesitate to ask for pictures, including ones with comedian and presenter Alexander Armstrong, journalist and presenter Dame

Esther Rantzen and *Great British Bake Off* presenter Mel Giedroyc.

Captain Sea Cadets Capt Phil Russell said: "We had a great time at the Patron's Lunch."

"It was a little wet at the start but that didn't hamper our spirits nor enthusiasm."

"It means so much to us that HM The Queen is our patron – she is an inspirational figure."

"To have the royal stamp of approval helps us to continue our work in supporting young people to find their course in life and launch into adult hood with confidence and self-belief and a pack of skills they can rely on."

Milford gain new minibus

LAST September, Milford Haven unit officially launched a project to replace their old minibus, which went to the scrapyard that month.

The unit aimed to raise the sum of £10,000 for new transport.

Organisations in the town donated to the project, quickly pushing the total raised to £2,500.

And a Tesco backpack over Christmas secured £2,100 from shoppers, bringing the total close to the half-way mark.

Milford Haven Town Council then gave a one-off precept donation of £5,000, though it could not be released until April.

Upon the release of the grant, the unit secured the minibus from the Reserve Forces and Cadet Associations – a tidy, low-mileage four-year-old vehicle at that.

Extra money raised meant they could have a tow hitch and the unit name emblazoned on the bus.

Unit Lt (SCC) William Elliott RNR, said the unit appreciated the support they had received.

"I can't thank you all enough for the support and donations and I hope you enjoy seeing the minibus being used around the community," he added.

Lion link with battle

A UNIT with links to the Battle of Jutland attended centenary commemorations at the Naval Memorial on Southsea Common.

Slough unit takes the name TS Lion – the name of Vice Admiral Beatty's flagship at Jutland.

"It was a great honour that seven of our cadets formed the wreath bearers party and were able to do so with their Lion cap tallies on show," said CO CPO(SCC) Stuart Spencer.

Cadets from TS Lion are no stranger to the big occasion – they had the honour of parading their field gun at the Royal Tournament 1999 – the Last Run – in front of the Queen alongside current and veteran gun crews.

They also took part in gun displays at both Windsor Castle and Bisham Abbey for the Queen's Golden Jubilee celebrations, so CPO Spencer said it was good for the unit to help mark such an important event in the history of the Royal Navy.

For cadets and staff it was also a chance to showcase how Sea Cadets uphold the customs and traditions of the Royal Navy, displaying smartness, discipline, respect and pride in keeping with the act of remembrance.

Big night for Conwy

CONWY County unit hosted Cdr Phil Russ RN at their annual Royal Navy Parade.

The night was deemed a success, the result of many weeks of preparations.

Cdr Russ said it was "a very enjoyable night, and the cadets have done their unit, parents and themselves very proud – you clearly have demonstrated nautical adventure and immense fun."

The night concluded with two presentations.

Committee member Colin Logan received a Lord Lieutenant's Certificate of Meritorious Service – Colin is looking to retire from the unit after many years of service.

And former Cadet Beth Adams was presented with her cap and rank after moving up to adult volunteer as a Probationary Petty Officer.

President looks to the future

WHILE there were a few thank-you and farewells, National President Vice Admiral John McAnally also looked forward to new projects with which shipmates can engage.

Among the thanks were those to S/M Mike Hesketh for stepping up as National Vice Chairman, and to his predecessor S/M Keith Crawford, who continues to represent Area 9, showing an "inspirational" determination to return to the fray after a stroke.

S/M Dick Ascott was thanked for his time as National Council Member for Area 5, as was S/M Ivan Hunter for taking over chairmanship of the Standing Orders Committee, and for his appointment as national advisor on the Royal Charter, rules and bye-laws.

While remembering those shipmates who have crossed the bar over the past year, Admiral McAnally highlighted the significant contributions to the Association made by S/Ms Dave Tollerton (Crosby) and Alan Booth (Rayleigh).

The National President went on to reflect on the successes of the Biennial Parade last September, which "reflected our growing relationship with the Sea Cadet Corps and our sister associations through the Conference of Naval Associations (CONA)."

He also updated shipmates on the progress of the Shipmates and Oppos programme, officially launched in January, which is fully funded by Greenwich Hospital, and run in partnership with the Royal Navy, Greenwich, the White Ensign Association, the RMA and the Association of Royal Navy Officers.

The Admiral went on to outline the "incredibly ambitious" Project Semaphore, created to help "digitally isolated" Naval veterans (see right), and the RNA's support for the Woodland Trust in establishing a Jutland 100 Wood in one of the four plantations marking the centenary of World War 1.

Finally, the CONA initiative continues to expand, Admiral McAnally told shipmates, rising from 45 member organisations last year to 61 and establishing partnerships such as the CONA Travel Service.

Setting an example

BRANCHES from Sleaford to Saudi Arabia (via Spain) have been rewarded for leading the way in recruiting new members to the Association.

The Sword of Honour, awarded to the area which showed the greatest increase in full members in 2015, went to Area 9, which covers parts of the East Midlands, South Yorkshire and Lincolnshire.

And it was a branch from this area – Sleaford – that won the Briggs Rose Bowl for the most successful smaller branch in recruiting new members.

The Briggs Dirk, for the best recruiting branch over 30 members, was won by Plymouth.

The overseas branch of over 30 members which recruited most new members last year was Riyadh, Saudi Arabia, while the certificate for the most successful smaller overseas branch was received by Almunecar, Spain.

The Tasker Bowl for the area which achieved most Gift Aid returns went to Area 8, which covers the West Midlands.

New belts in the same style as that worn by the National standard bearer were distributed to all Area standard bearers.

Oaks sponsored in Jutland Wood

THE RNA is backing the Woodland Trust's Jutland 100 Wood project – and that backing included a financial contribution as well as being a partner.

In his report as National Chairman, S/M Chris Dovey told delegates: "Yesterday the FAC proposed, and the National Council accepted that, as an Association, we mark the centenary of the Battle of Jutland by donating a sum of £4,000 to the Jutland 100 Wood project to cover the cost of two specimen oak trees – two of 14 oaks to represent the Royal Navy ships sunk."

"This will be in addition to any Branch, Area or individual donations."

Karl Mitchell of the Woodland Trust told shipmates that his organisation owns and manages some 1,200 woods, covering an area of more than 70 square miles.

"But we are one of the least wooded countries in Europe," he said, before describing how the Trust had decided three years ago to join the Imperial War Museum in marking the centenary of World War 1.

The plan is to plant a million new trees by the centenary of armistice in 2018, and to create four new woods, one in each of the countries of the UK.

These sites are in the Pentland Hills overlooking Edinburgh; on 120 acres in Carmarthen, part of which was a former open cast mine; along the River Faughan in the north of Ireland, representing victims from the whole of the island; and at Langley Wood in Surrey.

Mr Mitchell said that the Jutland 100 Wood will be part of the 640-acre English 'flagship' wood near Epsom – the site, a century ago, of

training for troops destined for the front line.

Some 6,097 native trees of different heights will be planted to convey the impression of rolling waves. Each tree represents a British or Commonwealth life lost.

The 14 oak trees represent the 14 ships lost, and there will be a sculptured centrepiece to act as a focal point for remembrance and reflection.

Mr Mitchell said he was very pleased that the RNA had agreed to sponsor two of the 14 oak trees, and that the project was not simply looking to the past.

All four plantations would grow and mature, providing places of beauty as well as havens for wildlife long into the future for generations to come.

For more details or to dedicate a tree see www.woodlandtrust.org.uk/jutland

Standing ovation for Chairman

SHIPMATE Chris Dovey received a standing ovation as he bowed out after six years as National Chairman.

S/M Dovey's final report to Conference held plenty of promise for the Association, including the smallest fall in membership in almost 20 years – just 213 members last year.

Online joiners – more than 500 by now – tend to be in the 40-55 age group, "experienced and established veterans who are likely to positively enhance our membership," S/M Dovey noted.

CONA, the Conference of Naval Associations, "represents a large group of Naval veteran organisations working closely together for the benefit of all," he said, adding that concerns in some quarters that it was an attempt by the RNA to boost membership proved unfounded.

"The initial suspicion has subsided to such an extent that the RNA has overwhelming support to continue its leadership of the group," said the National Chairman.

S/M Dovey said the Association was run in an efficient manner, with staffing levels well below that of similar organisations, and any reduction would have a "severe impact" on RNA activity and require either a cut in staff (Central Office has four full-time workers) or in projects undertaken.

"I am extremely proud of where the RNA now stands, and that is due in great measure to [General Secretary] Paul Quinn and his small but dedicated staff," said S/M Dovey.

"There is still more to do, and we are working on it."

The report finished on a personal note.

"This will be my last report to Conference as your National Chairman," he said.

"I shall not be seeking re-election in September and will be leaving the National Council before the end of the year."

"It had always been my intention not to serve at National level beyond the age of 70."

"I reached that in early 2015 and having undergone two major cancer operations in the preceding three months, with six months of chemotherapy to follow, that decision was even firmer in my mind."

With his great friend and National Vice Chairman S/M Keith Crawford suffering a severe stroke last year S/M Dovey decided to carry on to avoid disruption in the RNA, but admitted "the last few months have not been easy for me," especially with debilitating side-effects of chemotherapy.

"I have, reluctantly, accepted that I am not fit enough to continue the job, and be as fully committed to it as I would want to be," he said.

He thanked S/Ms Quinn, McAnally and Barraclough for their support and friendship.

And there were further thanks, to Treasurer S/M Ray Barraclough (a former WAFU trainee of S/M Dovey's, to colleagues at branch, area and national level, and especially to his wife Gail – "a true Naval wife and [who] has been unstinting in her support for me as an RNA wife."

Concluding, S/M Dovey said: "I am sure we have made the RNA more attractive. It is important for us all to remember that we members don't own the RNA, but are just its current custodians."

"We have kept held high the torch passed on to us by our past members who have crossed the bar, and it is now up to us to ensure that torch is carried forward to maintain a strong and thriving RNA for future generations of our Royal Navy Shipmates and Oppos to join."

Veterans connected through Semaphore

A NEW scheme to reach out to 'digitally-isolated Naval veterans' was launched at the National Conference.

Project Semaphore will supply 1,500 iPads, basic training and "at least a year" of broadband connectivity to Naval Service veterans who would otherwise be offline – potentially saving them hundreds of pounds in the process.

Introducing the project, General Secretary S/M Paul Quinn told delegates that according to recent estimates, if an individual is not online they are potentially £1,000 or more worse off each year because they do not have access to best-price tickets, insurance and purchases.

It also provides easy access to some benefits and rules over what is available to veterans.

S/M Quinn also pointed out that access to online communication such as Skype and Facetime can help alleviate loneliness, and if a veteran is unwell, or looking after someone, then online grocery shopping can be particularly useful.

The Association has been granted £650,000 over two years by Greenwich Hospital to set up the project, which will be managed by Royal Naval Reservist Lt Sharon Brown.

Before handing over the platform to Lt Brown, S/M Quinn pointed out that it was difficult for the government to gather data for

veterans as they were particularly difficult to find – but "we can find veterans, we have the ability to reach out into the veterans' community," he said.

He added that Project Semaphore would be based on the latest iPad, as veterans found it easier to use and it was judged less susceptible to virus infection.

Lt Brown said that eligibility was relatively straightforward – the individual would have to be over 65, a Naval veteran, and digitally-isolated – anybody applying by email would therefore be frowned upon...

Volunteers are crucial in the success of the project.

Applications must be made online, so a volunteer would input the details of those chosen to take part.

Volunteers will also help veterans get to grips with the iPad, though the training will not be particularly technical.

"You do not have to be wiz with IT to be a volunteer – in fact, it is probably easier if you are not, as you will have a better idea of what issues the veterans may have," said Lt Brown.

Reacting to a query from a delegate, Association officials said they would take into consideration the fact that some people may not have a landline, and would need to plug in to the mobile network.

Albion have been chosen to provide equipment and support, said Lt Brown, and part of



● RNA General Secretary S/M Paul Quinn watches intently as a delegate makes a suggestion during discussions over Project Semaphore
Pictures: S/M Nigel Huxtable, Assistant General Secretary

the support package would be training in online security.

Each iPad will come with a protective cover (complete with RNA logos), as such covers can prevent 80 per cent or more of breakages.

And the iPads would reach

veterans optimised for their use – relevant apps and icons to access services and organisations (including the RNA) will be easily accessed on the screen.

Application details will be available in the RNA's July circular.

Shipmates urged to 'have faith'

THE threat of wet weather meant that the Sunday church parade was switched indoors.

And meteorology was very much to the fore when the Chaplain of the Fleet, the Ven Ian Wheatley, delivered his sermon.

The morning began with a short parade of 17 standards, including the National Standard and, *inter alia*, those of the City of Edinburgh, Inverness, Tyne and St Neots.

The reading, by General Secretary S/M



● S/M Soapy Watson, from Lee/Stubbington branch, who is a regular Conference volunteer, with one of the lottery prizes

Paul Quinn, was from Mark 4 chapter 35 onwards – the passage when Jesus calms a storm on the Sea of Galilee.

The Chaplain of the Fleet picked up the theme in his sermon, musing that although Jesus had a day job as a carpenter, he was convinced that there was something of the matelot about Him as well.

While the boat was "shipping it green" Jesus was "off watch, getting His head down."

The Ven Wheatley said Jesus could well have been "a member of a key and indispensable branch... just like all of you."

But when there was a problem, Jesus "puts on His overalls, gets the job done – then, just like a matelot, He has a drip ('did you really have to give me a shake? Did you not have faith?')"

He concluded that they should have had faith in the well-proven design of their boat, in their shipmates, in themselves, and in Jesus.

He continued that as health, fitness and memory fades, shipmates should have faith in themselves, in their loved ones, and "in the RNA community as a classic example of the whole being greater than the sum of its parts."

Dublin beckons in 2018

ONE piece of business that was settled in the blink of an eye will see shipmates heading to an overseas National Conference once again in 2018.

A single Motion of Urgency put to delegates proposed that the conference in two years' time should be hosted by Dublin branch at the Royal Marine Hotel, Dun Laoghaire in June.

Introducing the proposal, S/M Nick Purkiss noted that Ireland boasts excellent golf courses, and Guinness...

... and that was good enough for delegates, who needed no further discussion before voting through the motion with no dissenting voices.

Shipmates have crossed the water in recent times to conferences in Derry/Londonderry (2009) and Normandy (2010).

Delegates and observers were also reminded to put their minds to booking places and accommodation for next year's Conference, which is to be held in "sunny Perth" on the weekend of June 9-11.

This year's conference, at De Vere's Wokefield Park hotel and conference centre near Reading, was opened by Cllr Quentin Webb, chairman of West Berkshire Council, who spoke of the beautiful countryside surrounding the venue.

While admitting he had had no military career, Cllr Webb noted that he did know a little about drill, spit and polish from his time as a St John Ambulance Brigade cadet.

National President Vice Admiral John McAnally thanked Area 3, and in particular area National Council Member S/M Bob Scott and RNA Vice President S/M Rita Lock for their hard work in organising such a successful weekend.

Delegates vote for subscriptions rise

DELEGATES voted in favour of the first rise in Association subscriptions for more than ten years – but a proposal for further smaller rises every two years well into the next decade was defeated.

National Council motion 4 proposed that the annual rate of RNA membership be increased to £14 with effect from January 1 2017, which would return the buying power of the subscription to the value £10 provided in 2006.

An attempt to raise the level to £15 at last year's Conference had been defeated partly because delegates felt National Council had not provided sufficient justification for the increase.

This year shipmates received a letter in advance, outlining the arguments for a rise, including the need to make up for the erosion in value because of inflation and the fact that it is the only predictable and reliable source of income.

Trustees were also keen to ensure that reserves were not run down to subsidise operating costs – as Admiral McAnally said in the letter: "Reserves have been built over the years by us and our predecessors from 1952 – they are there for the future to ensure that the RNA is there for those joining HMS Raleigh this week – and not to save us the cost of a couple of pints once a year."

Introducing the motion for the National Council, S/M Darby Allen said that since 2007 the Association had lost 8,000 members, which equated to



● Delegates vote for National Council motion 3 during the Annual Conference at Wokefield Park

£80,000 of income each year, and although prudent spending had ameliorated the effect, he concluded: "For the long-term future of this association I ask you to support this."

S/M David Blythe (Chichester) said there was a strong feeling at his branch that Central Office was "out of touch" with social aspects of branches, and asked how he was supposed to ask for such an increase from the widows of past members.

S/M Anthony Boddrell (Bracknell) supported the proposal, saying: "We are talking about the price of a pint here."

He added that his branch organises talks, skittles nights and entertainment, all for free, and that "if the RNA ceased to exist, their free nights would have gone."

S/M Selwyn Davies, of Merthyr Tydfil, said his was not a wealthy branch, and it came down to "a case of the head and the heart" – but he would be voting against the proposal.

In the final count delegates voted 54 to 14 in favour of the motion.

But National Council motion 5, which proposed that the annual rate of RNA membership subscription be increased by £2 per year in each of the years 2019, 2021 and 2023, was defeated.

Amongst those speaking against the motion was S/M Arthur Gutteridge of Plymouth branch, who said that while everyone agreed that income must increase, fixing the size and timing of such rises so far in advance was wrong as no one could predict what the financial situation would be so far ahead.

S/M Ian Irvin (Edinburgh) declared such a motion was unnecessary: "If we want subscriptions to go up in 2019

perhaps the best time is to bring it to Conference in 2018 – that is why we meet annually.

"Maybe we will want to raise it by £3, or maybe £1, or not at all."

More than half the delegates voted against the proposal.

Two further National Council motions addressed fees for Association recognition, and both were passed – one in slightly unusual circumstances.

The first, motion 6, proposed that a Conference decision in 2007 to apply a cap of £100 on the fee for the award of life membership be rescinded, with the rate reverting to ten times the annual fee for a full member.

National Chairman S/M Chris Dovey told delegates that if the cap remained, the honour of becoming a life member would be gradually diminished as the cost became more affordable and thus easier to achieve.

He added that they did not want it to become something handed out a lot more easily to avoid paying rising subscriptions.

S/M Tom Rotherham (Nottingham) disagreed that the honour was being devalued, and that £100 was still a substantial sum for smaller branches to find.

An amendment, proposed by S/M Selwyn Davies of Merthyr Tydfil, would have kept the cap while allowing branches to voluntarily overpay, but S/M Dovey said such a move was unnecessary as "there is nothing under the existing rules that you cannot make a donation at any time."

The amendment was dismissed by delegates, who went on to support the original motion, thereby rescinding the cap.

Motion 7 proposed that the fee for the award of a Certificate of Appreciation be £25 for an

associate member and £5 for a full or life member.

The reason put forward by National Council was that the award of a Certificate to an associate member gives them significant additional rights, equivalent to full members, and that the fee would help ensure such awards were made for "genuine meritorious service to the RNA" and not just to increase the associate member voting cohort in branches.

The fact that a certificate does not confer extra voting privileges to full and life members is reflected in the relative fee levels.

Shipmates including Chris Lewarne (Spennymoor) and Tom Rotherham (Nottingham) were strongly against the move – the former said "shame on the Association if it passes this motion" as associate members had earned the reward, while the latter regarded the proposal as "rather insulting".

S/M Dovey said if a branch could not afford the cost they should apply to Central Office to see if they could help, adding "it is not a petty award – it is a very well-earned reward."

When the votes were counted, the motion was declared to have been defeated by a narrow margin, but when Conference rules were checked later in the day it was found that sufficient votes had been cast in relation to those against and abstentions to ensure the motion had actually been passed.

Three further National Council motions dealing with clarification and tidying-up of rules, and a branch motion from Plymouth about administration of membership cards, were passed with little or no dissent from delegates.

Finances show a surplus

THE RNA's reserves increased by five per cent over the last financial year, despite a small drop in subscriptions income.

Treasurer S/M Ray Barraclough nimbly traversed the columns and shinned up and down the rows of the RNA accounts, pointing out salient details to delegates.

The headline figures were an overall surplus of £82,547 despite a fall in subscriptions – the main source of income – from £142,000 to £140,000.

"This reflects the increasing age profile of the membership, and the demise of 18 branches, resulting in a 1.4 per cent decline in the number of members over the last 12 months," said S/M Barraclough.

"On the positive side, this is the best performance in 17 years and a big improvement on Financial Year 2014 which showed a decline in annual subscriptions of 5.3 per cent compared to 2013."

Total income for the year was £322,900, which included a £90,000 transfer from the Association's Investment Fund, but even without such transfers the total income into the General Fund was £232,900, in increase of over £24,000 (or more than 12 per cent) over the previous year.

A firm grip on costs was evident – S/M Barraclough noted that "many expenditure items were less than the costs for 2014 as a result of very good housekeeping by the Central Office staff and officials during the year."

Total expenditure was £324,600 – almost 16 per cent under that budgeted, which resulted in an operating deficit for the year of £91,700.

A key factor in the financial picture for the year was an income of legacies of £126,100, which were "most gratefully received."

S/M Barraclough told delegates: "The Trustees are pleased to report that the RNA and MOD have now signed a three-year lease for the offices in Semaphore Tower," although as the lease is unsecured the Trustees felt it prudent to retain the Property Fund.

Donations received into the Central Charities Fund totalled £7,900, including a surplus of £3,800 from the Conference raffle.

The Charter Challenge 2014 Fund continues to pay its way – it is used for future maintenance and insurance for the Naval Service Memorial at the National Memorial Arboretum in Staffordshire.

Donations of £5,400 were received, and expenses amounting to £4,200 helped pay for a new information panel and a hardwood bench, strategically placed for reflection and meditation.

S/M Barraclough paid tribute to Brooms Professional Services Ltd for their help and guidance over the year, adding that "again much additional assistance has been provided by them to the Association."

Standing start

AMONGST other business tidied up during the day was a set of Conference standing orders which had been examined and fine-tuned under the guidance of new Standing Orders Committee chairman S/M Ivan Hunter, and were accepted by delegates.

↓ RNA Central Office,
Room 209, Semaphore
Tower (PP70), HM Naval
Base, Portsmouth PO1 3LT.
↓ admin@royalnavalassoc.
com
↓ 023 9272 3747
↓ www.royal-naval-
association.co.uk

£50 PRIZE PUZZLE



THE mystery ship in our May edition (right) was HMS Aveley, which went on to become the training ship Woolwich for London Sea Cadets.

The correct answers were provided by Mr R Daniels, of Chester, who wins our £50 prize.

This month's mystery submarine (above) was built at Barrow-in-Furness and launched in the spring of 1945.

Commissioned in the autumn of the following year, she and her A-class sisters subsequently underwent a significant rebuild to equip them for Cold War duties, giving her the appearance in the image above.

She continued to serve in the Royal Navy until she was sold for scrapping in the summer of 1974.

1) What was the name of the submarine, and 2) in which port in the East of England was the scrap metal firm that bought her for breaking up?

Complete the coupon and send



it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner.

The closing date for entries is August 15.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our September edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 257

Name

Address

My answers: (1)

(2)



● The National Standard and those from 16 areas and branches are paraded at the end of the Sunday service at Wokefield Park as the Annual Conference drew to a close



Walter turns back the clock

A D-DAY veteran was the special guest when a group known as the Altcar Pals toured Normandy.

The pals, a mix of military, veterans and staff from Altcar Camp in Merseyside, were joined by former Royal Marines Commando Walter Bigland, 92, who landed on Sword beach with 1st Special Service Brigade.

Proudly wearing his recently-presented *Legion d'honneur* medal, Walter recounted the events of 72 years ago as the Pals retraced his route to Pegasus Bridge.

Walter also visited the graves of a number of comrades who fought and died alongside him.

Walter's force went into battle led by Brig Lord Lovat, who instructed his personal piper Bill Millin to play them ashore.

Parts of the brigade pressed on inland, and linked up with the paratroopers at Pegasus Bridge.

Maj Roy Bevan, of the Pals, said: "With his explanation of his experience, Walter turned the clock back for us all to appreciate what the horror of war is all about."

Islanders remember

SUBMARINER Cdr Mark Lister led Anglo-Canadian-American tributes to sailors who ran the gauntlet of U-boats in the Battle of the Atlantic more than 70 years ago.

The picture-postcard setting of the British Cemetery on the remote North Carolina island of Ocracoke was the tranquil setting for a service focused on the memory of Royal Navy sailors who safeguarded America's shores during the darkest days of the submarine war.

In the spring of 1942, Britain dispatched two dozen trawlers to patrol the Outer Banks off North Carolina where the U-boats were slaughtering US shipping – the waters were branded Torpedo Alley or Torpedo Junction.

The arrival of the British vessels and increased security measures along the Eastern Seaboard – blackouts were enforced in coastal communities and navigation lights and beacons switched off – helped to reduce

losses, but not eliminate them.

During a hunt for a suspected German boat in the small hours of May 11 1942, HM Trawler Bedfordshire was hit by torpedoes from U-558. The 162ft craft sank immediately, taking all 37 souls down with her.

A few days later the bodies were washed ashore on nearby Ocracoke, about 160 miles south of the naval base at Norfolk.

What became known locally as the British Cemetery is now looked after by the US Coast Guard, who hold a memorial

service for all those lost in the Battle of the Atlantic.

This year it fell to Cdr Lister, serving at the US Naval Ocean Processing Facility in Dam Neck, to represent the RN.

He reminded those gathered of the scale of devastation wrought by the six-year struggle for supremacy in the Atlantic.

"The beautiful beaches that draw significant numbers of visitors today were littered with twisted metal and crude oil and, unfortunately, every so often with the bodies of those men lost at sea.

'Lost' Marine is laid to rest

A ROYAL Marine has finally been laid to rest, 71 years after he died during the liberation of the Netherlands.

David Williams, 21, was buried with full military honours – a funeral denied him in 1945.

For over six decades, the last

resting place of Mne Williams, from Colwyn Bay in North Wales, lay unmarked and forgotten by the banks of the River Maas.

But in 2010, his remains were found, prompting a five-year investigation to discover his identity, which ended when he

"That these men were taken care of so reverently is testament to the nature of military men during periods of high tension, that they continue to be kept so well, is a mark of the bonds that we have forged in many conflicts throughout the last century."

Wreaths were laid at the graves, and local high school students read the names of the dead before the sound of Taps – the American equivalent of The Last Post – drifted across the island

was interred alongside comrades in Waspik, 50 miles south of Amsterdam.

On February 5 1945, a raid by 41 Cdo to cross the Maas to snatch a prisoner of war from behind German lines was abandoned in poor weather, but a boat was left on the far bank.

Williams was one of the team sent to retrieve it, but on the way back the boat capsized. Williams and two comrades were drowned.

His body rested in a shallow grave for 65 years until work on the site uncovered his remains.

Using what few clues there were and DNA testing – made more tricky because Williams had been adopted shortly after birth – his identification was confirmed.

Present-day Royal Marines acted as bearers of Mne Williams' coffin, a Royal Marines bugler sounded The Last Post and Reveille, and the Dutch marines provided a Guard of Honour, firing volleys in salute of the fallen Marine, who had also fought in Sicily and Normandy.





PUSSER'S RUM

BLACK TOT DAY

Good to the Last Drop

JULY 31ST

Black Tot Day commemorates the day on which the Royal Navy discontinued its daily rum ration, the daily tot, dating back to 1655. "Round the world" in every ship of the Royal Navy, glasses were raised in their final salute to this 315 year old tradition.

Stock Up on Pusser's Rum for **Black Tot Day** with a special discounted price at www.drinkfinder.co.uk (add: ROYALNAVY15 at the till)

PussersRum.com

For all the facts visit www.drinkaware.co.uk

Qatar shipmates have a ball

QATAR branch held their first St George's Day Ball at the Grand Hyatt Hotel, Doha, with 350 shipmates and supporters attending.

VIPs included British Ambassador Ajay Sharma, Deputy Ambassador Jacqueline Lawson-Smith, Defence Attaché Wg Cdr Graeme Davis and Assistant Defence Attaché CPO Simon Atkinson, MC for the evening.

Those gathered enjoyed an evening of banter, flag waving and singing reaffirming the RNA core values of patriotism, camaraderie, loyalty and unity, which continued until the early hours.

Shipmates invite ex-serving personnel in the area to contact them.

Their next dinner and dance will be Trafalgar Night which will be held on October 21.



Ozzie honoured

A DEDICATION service has been held for a chef who died when Type 42 destroyer HMS Sheffield was struck by an Argentine missile on May 4 1982.

David Osborne – known to his shipmates as Ozzie – and 19 other sailors died in the attack, and for 33 years Ozzie's family, led by his mother Joyce, have been trying to add his name to the war memorial in his home town, Old Colwyn.

Finally, Kevin Hackett, NW and North Wales representative of the Type 42 Association, and his shipmates generated a media campaign, along with other veterans groups, and permission was given to add Ozzie's name.

The groups then turned to

raising funds for a bronze plaque to be created – and their target was reached in just 48 hours.

The dedication service was conducted by Rev Jane Allen, padre to Llandudno RNA branch, at the Church of St Catherine and St John the baptist, Old Colwyn.

Ozzie's mother and other family members attended, as did Rear Admiral Philip Wilcocks, honorary president of the T42 Association, local dignitaries, Sea Cadets from three units and the standards of 15 veterans associations (see above).

There followed a parade through the town to the war memorial, where a service of dedication was held.

Search for Warspite Old Boys

THE Marine Society would like to contact as many Warspite Old Boys as possible.

If you were, or know of someone who was, trained aboard TS Warspite, contact the Marine Society so that they can renew their acquaintanceship and include them in future events.

The Marine Society was founded in 1756 to recruit and clothe boys for service in warships to reduce the number of trained seamen being 'pressed' for service during the Seven Years War.

Training during peace time provided for service in ships of the Merchant Marine.

In June 1786 the Marine Society bought and converted the merchant ship Beatty into a training ship, renamed Marine Society and moored on the River Thames – the first pre-sea training ship in the world to pioneer nautical training for boys.

Warspite was lent to the Marine Society by the Admiralty in 1876 to train boys, anchored off Woolwich with accommodation for 500 boys and facilities ashore.

Her successor finally closed in 1940, with more than 110,000 having gone through training since 1756.

The Marine Society continues to this day providing education, financial assistance and libraries to seafarers.

cwoodward@ms-sc.org, tel 020 7654 7026

Sheppey closes

THE Isle of Sheppey branch has been forced to decommission because of a falling membership roll as age and ill-health take their toll.

In a poignant service held at Sheppey Sea Cadet unit's headquarters TS Kent, branch members, shipmates from Area 2 and cadets watched as the branch standard was placed in a purpose-made cabinet for safekeeping in perpetuity.

The service was conducted by naval padre the Rev Gordon Warren.

Branch chairman S/M Michael Withington said it was a sad day as the Isle of Sheppey, on the coast of Kent in the Thames Estuary, had such close links with the Royal Navy as a dockyard (Sheerness, 1665-1960), a pioneering naval air station (Eastchurch), and the original HMS Wildfire.

Erskine service

FOUR members of the City of Glasgow branch were invited by Erskine Hospital to attend a service of remembrance in Glasgow Cathedral.

The event, which was attended by the Princess Royal, commemorated 100 years of the hospital's service to the physically and psychologically wounded Servicemen and women and their families from all wars and conflicts past and present.

Erskine was set up in 1916 and has helped 85,000 Servicemen and women to date.

Tree dedicated

IN 2005 Buxton and High Peak branch planted an oak tree in the Pavilion Gardens, Buxton, to mark the 200th anniversary of Trafalgar.

They have now repeated the exercise, dedicating another oak to commemorate the centenary of the Battle of Jutland.

Branch chairman S/M Trevor Johnson was joined by the Deputy Mayor of High Peak Council, Cllr Matt Stone, and representatives of other organisations in Buxton, including local Sea Cadets, to dedicate the tree.

Gunning for Sunderland

IT’S *DIY SOS* HMS Ocean style as the field gun team from Britain’s biggest warship get stuck in, sprucing up a community project in their affiliated city.

The team took a week out of the helicopter carrier’s busy schedule to make the 800-mile round trip from their native Devon to Wearside for a series of public events – some physical, some inspirational.

On the first day of their visit, the sailors were invited to a concert by popular Welsh opera singer Katherine Jenkins who was presented with a bouquet by Ocean’s CO Capt Steve Moorhouse.

The crew demonstrated their prowess hauling the gun in front of the Princess Royal, who was visiting Sunderland, then showed off their seafaring skills at the launch of the Tall Ships Sail Training Ambassador Programme by joining the crew of the Black Diamond.

The runners then got stuck in at the Parker Trust Project, a community venue offering activities for young adults up to the age of 25. The house was completely transformed inside and out by the time the sailors had finished.

“To be involved in such a worthwhile project and to make such a noticeable difference in such a short period

of time, is testament to the enthusiasm, team work and training that the Royal Navy receives, said Lt Paul Phillips.

“These young people will now be able to enjoy the grounds of the house and help them to engage in even more activities.”

The visit closed with a presentation at the University of Sunderland on what it’s like to be an engineer in the RN and creating all sorts of 3D articles in the University’s FabLab – including key rings and t-shirts sporting the field gun logo.

“The reception and support that the ship’s company have received from the people of Sunderland throughout our visit has been fantastic. It truly reinforces the strong affiliation that Ocean has with the city and the high regard in which the city is held by the ship’s company,” said Lt Cdr Stuart Pike, Ocean’s affiliation officer.

The visit coincided with Sunderland’s Premiership clash with Chelsea – with free tickets for the sailors as the Black Cats’ chairman decided the ship’s company were a lucky omen and could come back whenever they liked. The home team promptly triumphed over their expensively-assembled London opposition 3-2...



NOTICEBOARD



Reunions

September 2016

RNE & WEBA Reunion: The tenth reunion will take place at Kegworth Hotel, Kegworth, from September 30 to October 3. All members welcome. Booking is with Isle of Wight Tours Ltd, 3 New Road, Lake, Sandown, Isle of Wight PO36 3JN, tel 01983 405116, fax 01983 405584 or email enquiries@iowtours.com. Were you a Greenie or WE? If interested see RNEWBA website at www.rnewba.org.uk or call Robin on 01256 893596.

October 2016

HMS Ajax and River Plate Veterans Association: Annual reunion 2016 to be held at the Royal Beach Hotel, Southsea, Portsmouth on October 1. Up Spirits at 1830, dinner at 1900. Family members of crew who served in cruiser and crew members who served in the frigate are most welcome. Booking forms available from chairman Peter Danks at pandedanks@btinternet.com, tel 01243 371947 or download from www.hmsajax.org/

HMS Glory Association will be holding their half-yearly get-together at the Aston Court Hotel, Derby, DE1 2SL from October 21 to 23. Trafalgar Night Dinner at ‘The Spot’. All ex and present shipmates and guests are invited. For more information contact Bernie Cohen at b.cohen2@ntlworld.com or tel 07806 782720.

The **Neptune Association** hold their AGM at the National Memorial Arboretum at Alrewas, Staffs, on October 22. A short service will be held by the Memorial at noon followed by the AGM at 1.45pm in the Rose Room. We will remember the 836 men lost on HM ships Neptune and Kandahar on December 19 1941 – the Royal Navy’s fifth worst loss of life in WW2. Relatives and friends welcome. More information on the website at www.hmsneptune.com or tel 07941 440113.

November

HMS Relentless Association: The annual reunion will take place from November 25 to 27 at the Aztec Hotel and Spa, Almondsbury, Bristol BS32 4TS. All ex-Rusty Rs 1942-1968 and their guests are welcome. For booking and more information please contact IOW Tours at enquiries@iowtours.com, tel 01983 405116 or contact Association Secretary at secretary@hmsrelentless.co.uk or tel: 023 9259 9640. Visit the website at www.hmsrelentless.co.uk/ and find out a little more about the association.

July 2017

HMS Iveston, Med Trip, Jan-May 1991 Reunion: There will be a 26-year reunion for the ship’s company involved in this memorable five-month deployment to be held in the Portsmouth area on July 1 2017 for all those wanting to attend. They recently held a 25-year reunion where 40 per cent of the crew attended and we would like more to attend the next one. Anyone who served on Iveston during this deployment who wants more information, or if you know of someone who served onboard during this period, please contact Shaun at shaunmckeever@yahoo.com or tel 07868 744388.

Sports Lottery

May 14: £5,000 – Lt Cdr C Jones; £1,800 – Surg Lt Cdr A Morris; £800 – CPO M Faulkner; £600 – Mne D Malpass; £500 – LH M Kelly; £400 – AB R Carnie.
May 21: £5,000 – AB L Williamson; £1,800 – Mne D Parker; £800 – Mne D Vincent; £600 – Col M Pierson; £500 – PO R Galpin; £400 – WO2 D Scott.
May 28: £5,000 – AB J Braithwaite; £1,800 – Lt P Breen; £800 – PO P Wilson; £600 – ET(WE) D Guthrie; £500 – AB C Smith; £400 – AB M Wright.
June 4: £5,000 – Lt A Bird; £1,800 – AB J Dodds; £800 – Mne W Shelton; £600 – AB V O’leary; £500 – Lt S Macartney; £400 – PO C Burke.
June 11: £5,000 – LH T McCoy; £1,800 – AB L Davis; £800 – PO M Edwards; £600 – AB D Hill; £500 – Mne B Tetlow; £400 – AB L White.

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 07770 088388 and leave a message, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

Deaths

Rear Admiral John Hervey CB. Cdr BNS and NA Washington, HMS Kent, Drake, Cavalier, Ambrose and Royal Arthur. Served 1950-75 in HM Submarines Acheron (50-51), Aurochs (51-52), Tradewind (52-53), Sea Devil (53-56) and Aeneas (56-57); also as Commanding Officer of Ambush (59-62), Oracle (62-64), Warspite (68-69) and as S/M2 (74-75) and a member of Dolphin branch Submariners Association. May 26. Aged 88.

Cdr Michael McGwire. Joined BRNC aged 13, winning the King’s Dirk, and was a midshipman during WW2. In his first ship, HMS Rodney, he took part in Operation Pedestal, the relief of the Siege of Malta, and the Allied landings in North Africa, Sicily and Normandy. 1944 he joined Coastal Forces and was First Lieutenant of MTB 479, assisting in the sinking of six German vessels and damaging a further 12 off France, Belgium and Holland. Post-war he served in the Pacific and 1946-47 in Whitesand Bay on Palestine Patrols. Attended Cambridge 1947 to learn Russian and became navigator on fishery protection duties in Arctic waters, then loaned to the RAN 1950-51. In 1952 he joined GCHQ after which he had a short sea appointment in HMS Aisne. Assistant Naval Attaché in Moscow, 1956-58. Promoted commander 1958, he joined the international planning staff of the Supreme Allied Commander Atlantic in Norfolk, Virginia. 1964-65 he was XO of submarine depot ship HMS Adamant, then head of the Soviet Naval Intelligence Section. March 3. Aged 91.

Cdr Edward J ‘Ted’ Leatherby. HMS Britannia, Norfolk, Rodney, Liverpool, RNC Greenwich, Ceres, Rosneath, Resource, Phoenix, CinC The Nore, CinC A&W, Newfoundland, Fulmar, Jufair, Daedalus, CinC Home Fleet, DoF(S/N), Devonshire, DIS, RNTS Woolwich, NA Oslo, NDC Latimer, Sec/FONAC, BSO/Dolphin, Silver Jubilee Review Team, DNFCT. Apr 27. Aged 89.

Cdr Roger G Harrison. Fleet Aviation, NP 1044, BF Falkland Island, AIB, 819 NAS, HMS Seahawk, Charybdis, Ark Royal, Osprey, Seahawk, Plymouth, Excellent and Duncan. May 12.

Cdr Christopher M Lightfoot. Naval Base Commander Portsmouth, JSC, HMS Centurion, Alderney, Abdiel, Mercury, Fearless, Newcastle, Cochrane, Intrepid.

Queen’s Birthday Honours

Promotions in and appointments to the Military Division of the Most Honourable Order of the Bath:

As Knight Commander:
Lt Gen Gordon Kenneth Messenger.

As Companions:
Rear Admiral Paul Martin Bennett, Rear Admiral Henry Hardyman Parker, Rear Admiral Robert Kenneth Tarrant.

Promotions in and appointments to the Military Division of the Most Excellent Order of the British Empire:

As Knight Commander:
Vice Admiral Ian Fergus Corder.

As Commanders:
Rear Admiral Simon James Ancona, Rear Admiral John Matthew Leonard Kingwell, Cdre Jeremy Conrad Rigby.

As Officers:
Col Daniel Blanchford, Capt Richard Patrick Anthony Daws, Brig Ian Philip Huntley, Cdre Andrew Charles Jameson, Cdre Gary Brian Sutton.

As Members:

Lt Cdr Steven David Banfield, Cdr Paul Henry Neil Dowell, WO1 AET John Christopher Elliot, WO1 ET(ME) Lee Holman, PO(CIS) Stephen William Hoyland, WO1 Logs (SC) Lynne Deborah Joyce, CPO Logs (Wtr) Mark Lambert, Capt Scott Adam Moyies, Lt Cdr (A/Cdr) Paul John Newall, Maj Nicholas John O’Sullivan, CPO Cox’n (Submarines) Steven Rafferty, Cdr Douglas John Ward.

Promotions in and appointments to the Civilian Division of the Most Excellent Order of the British Empire:

As Officer:
Capt David John Buck RFA.

Associate of the Royal Red Cross 2nd Class:
PONN QARNNS Rebecca Ward.

Queen’s Volunteer Reserves Medal:
Cdr James Seymour Lionel Cohen RD.

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- Please send in Reunions at least two months (preferably three) before the month of the event.
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- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

Torquay, Grenville, Euryalus, Shoulton, Dryad and Fisgard. May 28. Aged 67.

Lt Cdr Peter ‘Spud’ Murphy MESM. Served six years as a rating and 26 years an officer in HM Submarines Courageous and Vanguard; Dept of Nuclear Science and Technology (both at RNC Greenwich and Sultan), Naval Reactor Test Establishment Vulcan, also In-Service & Submarine Production Integrated Project Teams. May 21. Aged 56.

Lt Cdr Bruce A N Buckley. HMS Drake, Hermes, Phoenicia, Cheviot, Mercury, Superb, President, Sheffield, Vigo and Naval Intel Div. April 23. Aged 87.

Lt Cdr Geoffrey H Dormer (Lord Dormer) RNRV. HMS Hornpipe, Cape Argona and Sheppey. May 10. Aged 95.

Lt Cdr James Richardson. HMS Wotton, Orpheus, Astute, Thermopylae, Aurig, Turpin and President. May 29.

Lt Trevor Holland. Careers Service. April 22.

Lt Malcolm Moss-Ward. Served 1964-78. After completing Royal Marines training with JE18 Squad, served with 45 Cdo in Aden before training as a photographer and transferring to the RN in 1967. Completed officer training at BRNC in 1970 and served as a supply officer in HMS Triumph and Ark Royal, also shore appointments. April 19. Aged 69.

Sub Lt Peter A Latham RNRV. HMS Copra. April 3. Aged 91.

3/O Francesca ‘Frisky’ Champion WRNS. Served 1939-43 in Dover and the Isle of Wight during WW2. April 28. Aged 98.

Terry ‘Nobby’ F Hall, Quartermaster. Sea Cadet at TS Jarvis Bay (Reading) from 1949 then served the RN 1955-62 in HMS Glasgow and Crane. Joined the RNR and became involved with Reigate Sea Cadets and promoted Sub Lt 1979; also Sergeant at Arms and Sergeant at Mace of the Cinque Port of Lydd. Glasgow Old Boys Association, HMS Crane Association and a founder member of Friends of HMS Crane. May 17. Aged 78.

Jesse A ‘Dick’ Osborn. Served 1943-46 HMS Collingwood, Marlborough, Vernon, Nabob, Vindictive and Victory. April 28. Aged 91.

David I ‘Danny’ Thornber A/CMEM. Served 1956-80 in HMS Eagle, Adamant, Defiance and Drake, also in HM Submarines

Totem, Talent, Narvik, Excalibur, Walrus, Porpoise, Revenge and Narwhal. March 6. Aged 75.

Michael ‘Mike’ Brady A/PO REL. Served 1955-67 HMS Loch Fada (55-56 Persian Gulf), Llandaff, Collingwood, Hornet, Vernon, Dolphin II, Afrikander, Osprey and Portland W/T. Author of *From the Cradle to the Grave – commissioning to disposal of K/F390s*. HMS Loch Fada Association & Artifacts. June 4. Aged 78.

William S Gravenor LEM. Served 1950-58. HMS Collingwood, Contest, Theseus, Myngs, Pembroke, Perseus, Constance, Chieftain, Scott and Gossamer. HMS Constance and Collingwood Association. May 14. Aged 82.

Eric Le Brun Noel L/Sea. Served 1944-48 in HMS Loyalty and Marvel. The Algerines Association.

Ben Perry L/Sea. Served 1943-46 in HMS Recruit. The Algerines Association. May 22. Aged 93.

Gratton Kaunhoven RO(G). Served HMS Coventry South Atlantic May 25 1982. June 3. Aged 55.

Cyril A ‘Joe’ Bingham AB. Served 1939-46 HMS Antenor, Corfu, Vigilant (26th Destroyer Flotilla), on Russian Convoys at D-Day and in the Far East. Dec 15. Aged 97.

Sydney A Marson AB. Served 1942-46. HMS Collingwood, Victory, Frobisher and Queen Emma (42-45). May 10. Aged 92.

Peter Smith AB. Served on board HMS Bruce and Warrior. HMS Bruce Association Treasurer for twelve years. May 20. Aged 84.

Royal Naval Association

Gordon Teasdale PO Ck. Served 1959-74 HMS Pembroke, Osprey, Verulam, Pellew, Chichester, Diamond, Murray, Hermes, Calliope, Victory, Royal Arthur and Terror, also RNPQH Portland and SCC Cochrane. Wansbeck (Northumberland) branch. May 8. Aged 72.

Reginald ‘Reg’ Baker AB Seaman Gunner. Served 1942-46 HMS Ganges, Pembroke, Papua, Chelmer and Golden Hind; on Atlantic Convoys and at D-Day, also HMAS Woolloomooloo (Australia), Kingston-upon-Thames RNA and the Royal British Legion. May 7. Aged 91.

Edward ‘Ted’ Turvey CPO Mech. Served throughout WW2 including HMS Cumberland’s high-speed run from the Falklands to Montevideo following the action at the River Plate. Vice President, Founding member and life member of the Falmouth branch. May 25. Aged 98.

Association of RN Officers and RNOAC
Captain Paul O Stanley. HMS St Angelo, Victory RNB, Albion, Warrior, Blake, Caledonia, BRNC Dartmouth, HM Dockyard Gib, RN College Greenwich, RN Eng College Plymouth. May 14. Aged 92.

Cdr Ken Cook. HMS Drake, Defiance, Tiger, Lochinvar, Yarmouth, Terror, Adamant, Scott, Phoenicia, St Angelo, Raleigh, Jamaica, Jaseur, Indefatigable and NATO. May 19.

Cdr Timothy I Hildesley. HMS Nelson, Dulverton, Birmingham, Brinton, Rhyl, Vernon, Saker, Sheraton, Iveston, Verulam and Wilkinston. May 9. Aged 70.

Cdr Frank D Wilson. HMS Nelson, Fearless, Royal Arthur, Ark Royal, Heron, Excellent, Fulmar, Eagle and Osprey. May 25. Aged 86.

Cdr A P R ‘Peter’ Wippell. HMS Scarborough, Vernon, Fife, Collingwood, Mercury, President, Osprey, Vernon, Vanguard, Indefatigable, Illustrious, MOD Portsmouth and MOD DSWE. June. Aged 85.

Lt Cdr Roy F V Dykes RNR DSC VRD* RNR Unattached. April 27. Aged 96.

Lt Cdr John Farrow RNR. Solent Div RNR. May 2. Aged 90.

Lt Cdr Andrew G Prideaux DSC. Entered the RN as a special entry cadet in 1936. Early sea-time was spent in

Ask Jack

Benbow Course, September 1945: I have found an old black-and-white photograph titled ‘Benbow Course, September 1945 with 18 sailors sitting outside the Upper Yardmen’s mess. It was taken by a Plymouth-based photo company. All the sailors’ names are listed on the front and their signatures are on the back. Lt Cdr R S Casement appears to be the course officer. We would love to be able to contact any of these gentlemen or their surviving relatives. If you are able to help please contact Robert Watson at bob.5026@googlemail.com or tel 07710 009617.

Charles Parker, War Medal Found: I would like to return a war medal (L10231) that I found to his family. It was awarded to

the Indian Ocean and Caribbean; at the outbreak of war he was in HMS Dunedin in the South Atlantic. He completed submarine training 1941 and joined submarine P36 of the Fighting Tenth, based in Malta. After leaving her, he joined P45 which was renamed Unrivalled and used to guide Allied landing forces to the beaches of North Africa and to intercept attempts by the enemy to interfere with landing operations; he was awarded the DSC for seven successful submarine patrols in the Med. 1943 he took command of the submarine L26 to deliver her to Halifax, Nova Scotia where he had to rely on basic navigation skills and a lead plummet line to fix his position off the coast. 1945 he took command of Seneschal but the Pacific war ended before she was ready for sea. He briefly commanded Tantalus before spending two years in Naval Intelligence. He was subsequently responsible for Submarine Escape Tank Training making the first ascent in a newly built tank on July 23 1954. A keen supporter of the Submarine Museum at Gosport. May 17. Aged 98.

Lt Cdr A LeG Rutledge. RN College Greenwich, RN Eng College Plymouth, HMS Newfoundland, Vanguard and Drake. March. Aged 94.

Lt Andy C Goodill. HMS Albion, Upstart, Tireless, Sirdar and Duke of York. May 3. Aged 87.

Lt Peter R Hitchens. HMS Rame Head,

Appointment and Promotions

Appointment:

Cdre A Betton to be Commander Strike Group from September 2016.

Selections for promotion to Lieutenant Commander RNR and Major RM, effective October 1 2016:

Warfare:

Lt M Anderson; Lt W Basketfield; Lt J P Bradshaw; Lt G L Britton; Lt P D Caddy; Lt J G Campbell; A/Lt Cdr S J Codling; A/Lt Cdr J Cooley; Lt B M Costley-White; A/Lt Cdr M Cowie; Lt A Darlington; Lt S Dodd; Lt L Duffin; Lt R B Fildew; A/Lt Cdr M E Garner; Lt R J Garner; Lt D Gatenby; Lt T Gell; Lt I Giffin; Lt G Hazelwood; Lt S A Henderson; Lt N P Hepworth; Lt F Heritage; Lt E N L Jones; A/Lt Cdr C R Keith; Lt P J Kelly; Lt A G Kent; Lt A J Knight; Lt L J Lawrence; Lt D C Lee; Lt A F Magill; Lt P S Malcolm; Lt A J Marshall; Lt R W Moore; A/Lt Cdr J A Patrick; Lt P X Patterson; Lt E H L Phillips; Lt V Raval; Lt Z A Rawlings; Lt D S Roberts; Lt J Roberts; A/Lt Cdr D C Ross; Lt P J Rowntree; Lt A C Shepherd; Lt R Skelley; Lt C K Stevens; Lt N S Stone; Lt M A Taborda; Lt S J Talbot; Lt M G Taylor; Lt M R Teare; Lt A Tibbitts; Lt D J Veal; Lt M A Vet; Lt R J Wickham; Lt M M Williams; Lt A F Williams; A/Lt Cdr N Williams; Lt M Wilton; Lt S R Aitken; A/Lt Cdr K A Attwood; Lt M Barber; Lt N A G Bell; Lt R J Bond; Lt A P Boothroyd-Gibbs; Lt I D Brannighan; Lt M J Burgess; Lt J G Burrows; Lt N J Charlesworth; Lt P J Clark; Lt P J L Coughlin; A/Lt Cdr N D Cowlishaw; Lt B J Dando; A/Lt Cdr J D Darcy; Lt D J Dart; Lt S R Davidson; Lt C R Fellows; Lt T S Frost; A/Lt Cdr J E Gilmore; A/Lt Cdr A K Harrison; Lt I J E Houlston; Lt M H Howe; Lt C J Jones; Lt C J Jones; Lt R J Knight; A/Lt Cdr A J M Lang; A/Lt Cdr R Lorenz; A/Lt Cdr A M MacLeod; Lt D A Neyland; Lt B M Pilkington; Lt J C Rutter; Lt G R Shears; Lt C J Simpson; Lt S A Stuart; A/Lt Cdr B D Stubbs; Lt C F Syson; Lt M A Taylor; Lt D Waskett.

Engineering

Lt K J Adams; Lt M Bartlett; Lt D Bonner; A/Lt Cdr M S Davis; Lt J Douglas; A/Lt Cdr A L Forsyth; Lt C Hillard; Lt P Kemp; Lt I J McLaughlin; Lt M C Morgan; Lt I T Pearson; A/Lt Cdr C Oldfield; Lt J J Orchard; A/

Defiance, Osprey, Drake, Ark Royal, Terror, Dryad, Penelope, Chichester, Bermuda and Ghana Navy. May. Aged 86.

Sub Lt C H Peckett. May 3. Aged 92.

Submariners Association

Lt Cdr John Standen (ME). Served 1957-98 in HM Submarines Acheron, Alcide, Tiptoe, Artemis, Onslaught, Orpheus and Alliance. Dolphin branch. May 18. Aged 84.

Chris Hayward CPO MEM(M). Served 1977-98 in HM Submarines Finwhale, Otter, Oberon, Opossum, Orpheus, Opportune, Onyx, Sealion and Odin. Welsh branch. May 18. Aged 58.

Affie Hines CPO WEA. Served 1970-90 in HM Submarines Courageous, Superb, Spartan, Turbulent and Trenchant. Barrow-in-Furness branch. May 20. Aged 66.

Trevor ‘Geordie’ Coppock PO. Served 1955-62 in HM Submarines Scotsman, Tabard, Tapir, Sea Devil, Alcide and Alliance. Dolphin branch. June 3. Aged 81.

Leslie Brown ME1. Served 1958-66 in HM Submarines Tapir, Tabard, Anchorte and Olympus. Sunderland branch. April 27. Aged 77.

Malcolm Reith L/Sto. Served 1948-52 in HM Submarines Acheron, Sea Devil and Telemachus. Beds & Herts branch. May 26. Aged 87.

Terry O’Connell AB ST. Served 1943-46 in HM Submarines H50 and Trespasser. Cheltenham & W. Midlands branch. May 9. Aged 90.

Lt M G Widdowson; Lt S J Cave; Lt D A Crease; Lt A C Goddard; Lt B Griffiths; Lt T A Hetherington; Lt R J Lee; Lt A P Radcliffe; Lt S Saw, Lt S R Taylor; Lt S J C Barr; A/ Lt Cdr G E Batsford; Lt A Boardman; Lt A Caddick; Lt D T Chisholm; Lt D Collier; Lt L I Dallas; Lt A Glover; Lt R H Heywood; Lt R A Meldrum; Lt D P Mellor; Lt S O Murray; Lt D G Roberts; Lt D P Rose; Lt D J Seager; Lt D A Smith; Lt K P Turner; Lt A Ainsworth; Lt D C Barnes; A/Lt Cdr P M Blakeman; Lt G J Grantham; Lt S J Harfield; Lt L C Hayes; Lt D N Howe; Lt R A Hudson; Lt J I Little; Lt A D Newns; Lt L R Packer; A/Lt Cdr R A Renney; A/Lt Cdr S P Rose; Lt M S Stant; A/Lt Cdr J D Sutcliffe; Lt D G Bilson; Lt S B Creek; Lt R Fowler; Lt M Greaves; Lt D A Hart; Lt D R Johnston; Lt S McClean; Lt P A O’Reilly; A/ Lt Cdr J D A Seldon; Lt D G Skilton; Lt B G Stockton; Lt G Williams; A/Lt Cdr A C R Burlingham; A/Lt Cdr S A T Dalton; Lt E Floyd; Lt P J Powell; Lt E V Rushton; Lt S J Williamson.

Logistics

A/Lt Cdr H A Barker; Lt S R Beacham; Lt D Bell; Lt E C Bennett; A/Lt Cdr K J Black; Lt L J Carter; Lt O R Clark; Lt W G Coleman; Lt C S Hastings; A/Lt Cdr R M Holburn; Lt B S V Holloway; Lt N D Howe A/Lt Cdr S F Jones; A/Lt Cdr E L Laird; Lt A J MacDonald; Lt R M MacLennan; Lt J J Melvin; Lt L J Metcalf; Lt S I Pearson; Lt B R Simpson; Lt E S Slayman; Lt D R C Spreckley; Lt O R Vasey; A/Lt Cdr C K Wilson; Lt K J Wilson; A/Lt Cdr J M Wilson; Lt M J Zauchenberger.

Royal Marines

A/Maj A A Abouzeid; Capt B J Ashcroft; A/Maj M F P Baylis; A/Maj S Cox; Capt S B Dack; Capt D T Eaton; Capt D Hartley; A/ Maj G J Davis; Capt L V O Irving; Capt T W Jones; Capt A P Lacy; A/Maj R J Lake; Capt R S Lawley; A/Lt Cdr L G MacCreton; Capt N I McCurry; A/Maj E J Middleton; A/Maj B A Moore; Capt T J M O’Boy; Capt M O’Sullivan MC; Capt D W Passey; Capt M Paterson; A/ Maj M C Rand; Capt B Sercombe; Capt T J Stewart; A/Maj P G Timmins; Capt S Welch; Capt J W T Whiteman.

Medical Services

Lt J R Coates; A/Lt Cdr P Falconer; Lt S N Murray; Lt C J Nicholson; Lt S M Telford.

QARNNS

Lt A M De-Saint-Bissix-Croix; Lt S D Hale.

Selections for promotion to Lieutenant Commander RNR and Major RMR effective October 1 2016:

RNR

Lt A J Burns; Lt R M Hulse; Lt L Clinton; Lt G McKinty; Lt M F Shouler; Lt R M Davies; A/Lt Cdr J Oliver; Lt J Browning; A/Lt Cdr A W Carey; Lt C G Fearon; Lt M Shouler.

RMR

A/Maj P Burnham; A/Maj A S Ward.

Selections for promotion to Lt Col Royal Marines; effective June 30 2017:

Maj W J W Brain; Maj R P M Jones; A/Lt Col J R Milne; A/Lt Col K S Murphy; Maj W R Norcott; Maj A T Rutherford; A/Lt Col C D R Samuel; Maj J A W. Hinch.

Pride in a generation of transformation



"DO WE have further to go? Of course we do. But my goodness, look at how far we've come!"

With those words, Lt Kris Esbensen summarised the rapid change of course that has seen the Royal Navy move from "ignorance" to enlightenment – and tenth place in Stonewall's top 100 employers in the UK this year.

The officer was speaking on the Guildhall steps at Portsmouth's second Pride event, representing the Royal Navy as co-vice chair of the Compass Network.

Portsmouth North MP Penny Mordaunt, Minister for Armed Forces, also addressed the crowds in Guildhall Square.

A parade later moved on to Southsea Common, where the Royal Navy had set up an information stall.

Lt Esbensen said: "To my mind, the purpose of Pride is not only to advance gender and sexual orientation equality, but also to look to the past and celebrate how far we have come."

"Portsmouth Pride did exactly that."

"In less than a generation, the Naval Service has completely transformed in terms of diversity and inclusivity, and the progress we have made is remarkable."

"This is something we can all be proud of as every member of the Naval Service, regardless of sexual orientation or gender, had a part to play in this success by creating an environment where our people can be themselves at work."

● **ET(ME) Joe Moore of HMS Daring at the Portsmouth Pride gathering in Guildhall Square**

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Barrow minded to show support

SUBMARINERS from five boats plus engineers who'll soon join them paraded through the town synonymous with the Silent Service: Barrow-in-Furness.

Under various names and guises – today BAE Systems – the town's shipyard has built most of the Royal Navy's submarines, beginning with Holland 1 in 1901, all the way up to the latest Astute-class boats rolling out of the sheds today.

In the Silent Service's centennial year, 2001, Barrow council bestowed their highest public honour on submariners: freedom of the borough.

Fifteen years down the line and there was the opportunity to celebrate that honour once again... in the rain.

Led by the Band of HM Royal Marines was a 24-man Guard, Colour and Casket party with marching platoons drawn from the crews of hunter-killers Audacious, Astute and Torbay, plus nuclear deterrent boats Vanguard and Victorious, and the engineering school at HMS Sultan.

Fresh from her visit to the Isle of Man

supporting the TT races, minehunter HMS Ramsey was in town – and opened to the public, as was the adjacent RN recruiting village which (somehow) managed to host 5,000 people over two days (or about one in 11 Barrovians).

And the Royal Marines band laid on a concert for townsfolk in the Forum theatre.

"I would like to thank the Mayor, Councillor Anita Husband, and the people of Barrow-in-Furness for extending this honour to the Submarine Service," said Cdr Jerry Bernau.

"It was a brilliant day and allowed our submariners and the people of the town to get to know each other that little bit better – at times it felt like the entire Service had decanted to Cumbria!"

Rear Admiral John Weale, head of the Silent Service, said the town remained "at the heart of the UK's scientific and technological community that keeps the Royal Navy on the leading edge of global submarine and nuclear technologies."

Pictures: LA(Phots) Pepe Hogan and Ben Shread, FRPU North



Marines museum on the move

NEARLY £14m of lottery cash will allow the Royal Marines Museum to move from its home on the Eastney seafloor to Portsmouth's historic dockyard – allowing it to massively increase its visitor numbers.

As it stands, the museum doesn't get even 1/20th of the visitors that the historic dockyard enjoys; only 35,000 people make the dedicated trip to Eastney each year to soak up the Corps' history whereas nearly three-quarters of a million souls look at Victory, Mary Rose, M33 et al.

The Heritage Lottery Fund released the money after being impressed by the National Museum for the RN's plans to

both bring the RM Museum into the dockyard – it will occupy the boathouse which is currently home to Action Stations – and give dockyard visitors hands-on access to artefacts which have been tucked away in storage until now.

The SeaMore initiative will give the public access to more than two million artefacts, currently kept in 30 separate stores in 14 buildings across nine sites, revolutionising the way the story of the Royal Navy is told.

Among those items – documents, photographs, medals, paintings – will be many of the million objects held by the RM Museum.

Its move from Eastney is due to be complete by 2019 with the fate of the existing building and its iconic yomper statue still to be determined.

Meanwhile, 19th Century frigate HMS Trincomalee now comes under the national museum's banner after the local council agreed to hand over control of the historic warship, creating the National Museum of the Royal Navy Hartlepool.

After active service with the RN, she spent decades as a training ship, Foudroyant, in Portsmouth Harbour before being taken to the North East and restored as Britain's oldest floating warship.

Bulwark remembers men of Foxtrot Four

WITH three large landing craft lined up on the Eastney shingle, today's generation of amphibious warriors gather in the shadow of the Royal Marines' iconic yomper statue to pay their respects to Falklands fallen.

Green berets from HMS Bulwark conducted a service on Eastney Beach in Portsmouth on the anniversary of the deaths of the crew of Foxtrot 4.

The landing craft, commanded by C/Sgt Brian Johnston, was dispatched from HMS Fearless in poorly-charted waters and under significant threat of air attack to recover military vehicles at Goose Green.

In a remarkable feat of pilotage, in darkness and without modern navigational aids, Brian reached Goose Green and loaded the vehicles.

However, shortly afterwards, Foxtrot 4 was bombed and sunk by Argentine Skyhawks; six of F4's eight crew were killed – C/Sgt Johnston, CPO(MEM) Alexander James, Sgt Ronald Rotherham, LMEM David Miller, and Mnes Anthony Rundle and Robert Griffin.

Lt Col Jim Fuller, Officer Commanding 4 Assault Squadron RM, said: "The assault squadron gathers every year on June 8 to

remember the crew of F4 – and this year's event was made even more poignant by the presence of 4ASRM and their landing craft on Eastney Beach.

"This was also very well supported by members of the Royal Marines Association and former members of HMS Fearless' ship's company."

Cpl William Allenby, landing craft coxswain, said: "We understand it was typical of Brian Johnston's 'can do' attitude that on that day, in spite of the clear and present threat, he decided to sail back down Choiseul Sound in daylight."

For an earlier action rescuing sailors from the stricken frigate HMS Antelope, C/Sgt Johnston was awarded the Queen's Gallantry Medal for bravery.

Despite the severity of the fire-fight and the threat of an unexploded bomb the senior NCO remained alongside the warship until he had successfully completed the evacuation, rescuing more than 100 sailors.

One of HMS Bulwark's landing craft has since always been named in recognition of C/Sgt Johnson and the rest of his crew.





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Dedicated to art

SAILOR Luke Thomas has been awarded the Captain's efficiency prize for his dedication to **boxing** at RNAS Culdrose.

POAET Thomas received an engraved tankard and a much-coveted Captain's Coin from CO Capt Ade Orchard.

The presentations are in recognition of Luke's commitment to running HMS Seahawk's boxing club and taking on the Fleet Air Arm Command boxing coaching duties.

Luke runs regular training sessions on the base, which includes fitness boxing, technical training and ring work with sparring.

"I also take boxers away to competitions and boxing training camps," said Luke, a member of 824 NAS.

"I also take on training with other boxers from gyms around the FAA as required in my capacity as FAA coach.

"I was completely dumbstruck when the CO descended on the class I was teaching for the Phase 2 trainees. Seeing the Base Warrant Officer – Warrant Officer Bridgette Turner – all the staff from the gym as well as 824, made me feel pretty humbled that people think what I'm doing is out of the ordinary.

"I just love encouraging people to better their physical wellbeing and have a great time doing it. Boxing is one of the hardest sports there is, the people that come into the Seahawk boxing gym all have something to be proud of."

Luke also received a framed citation which will have pride of place on his wall at home

Picture: PO(Phot) Paul A'Barrow

Bitten by sharks

TRAINEES at RNAS Culdrose were treated to a full Gridiron **American Football** experience in the form of a training session from the Cornish Sharks.

The invitation from the Culdrose physical training department was part of an outreach programme that the Cornish Sharks jumped at the opportunity to come along too.

"Everyone has been pretty excited about the Sharks coach coming to Culdrose," said AET Megan Bunney, who helped organise the visit.

"Not many have actually played the game so it's pretty new for most people here. It's proving to be a great chance to dress up in all the gear and try out a new sport. Bringing these grass-roots sports to the air station shows everybody what they are capable of doing."

Sharks coach Brian Smallworth said: "We get a lot of people coming to our training sessions around the region.



Schools, colleges and places like Culdrose always have keen and enthusiastic people who are fit and willing to muck in and play.

"We've had some Royal Marines from Plymouth and a few people from HMS Raleigh in East Cornwall interested. I'd like to organise a military get together with them all."

Greens take honours

GREEN was the colour of success at the 2016 Navy Cup **Golf** final at the China Fleet Club.

The annual 36-hole stableford event featured 81 players, who faced wet and blustery conditions.

After a slow first round, RNAS Culdrose 'C' team took a commanding lead with AB Chris North scoring 43 points to give his team a total of 115.

A quick turn around and improving weather conditions meant for a quicker afternoon round.

However, the pace of play obviously didn't suit the leaders as they quickly fell off their perch with CTCRM

continuing to play steadily.

Unfortunately, Culdrose 'A' also never regained their tempo and with another steady 106 points from CTCRM, it placed them a huge nine shots ahead of their nearest rival, Culdrose 'A', with HMS Drake finishing in third place.

The individual event was won by Mne Sam Garner from CTCRM who scored 76 points, closely followed by PO Rob Connolly scoring 74 points.

Overall, across the day, a total of 21 2s were scored with two eagles from Lt Cdr Barry Crosswood (FOST) and Wtr Alex Kippen (42 Cdo).

Delight for UKMCC

CRICKETERS from HMS Bangor took on an XI from the United Kingdom Maritime Component Command (UKMCC) in Bahrain.

Bangor's team, who were playing **cricket** for the pride of the mine counter measures vessels based in the kingdom, won the toss and elected to bat.

Bangor finished their innings with 116 runs and it was the turn of UKMCC to bat, in the match which was played early in the day.

CPO Pat Garrett gave a masterclass in batting, making early runs from the Bangor bowling attack led by the ship's Commanding Officer Lt Cdr Tom Weaver.

Chief Garrett was well supported by Leading Regulator Sebastian Mitchell. With a single run required, Lt Will Barrowclough ensured the match was won and a jubilant UKMCC team claimed victory.

Where seagulls dare



A DOZEN Royal Navy personnel took part in an introductory **gliding** AT course held by Portsmouth Naval Gliding Club at Lee-on-the-Solent, writes *Sub Lt Lucas Harrison*.

Strong crosswinds and turbulence made conditions in the AS-K21 gliders challenging, particularly for those making their gliding debut.

But after being aero-towed behind a tug aircraft up to 2,500ft, the students were soon concentrating on the flying.

Everyone managed to get at least two flights in on the first day.

Unfortunately the weather gods

intervened the following day with low cloud and heavy rain, which meant lots of classroom time and plenty of wets.

Conditions appeared not much better the following day, but steadily improved, allowing the gliders to initially be launched by winch cables up to 1,400ft in the morning, before moving back on to aerotows in the afternoon as the cloud base lifted.

The fourth day of the course was by far the best day, presenting ideal conditions for soaring and reasonable thermal activity developing in the afternoon.

This allowed the gliders to actually gain height while in the air, and stay aloft for as

long as 45 minutes at a time.

The final day of the course presented a chance for students to consolidate their skills, or for those feeling more adventurous, to try out some aerobatic flights with the instructors – no sick bags required though fortunately.

Lt Cdr George Storton from HMS Ocean said: "It's been an amazing week learning to glide. Driving the tractor was great fun as well though."

As is common practice at British Gliding Association clubs, all instruction was provided free of charge by volunteers from the club, with Richard Croker from HMS Sultan worthy of mention.

Cheery Chid up for rowing challenge

NEW gym equipment ensured the crew of HMS Chiddingfold were up for a challenge thrown down by HMS Temeraire.

Chiddingfold received a new rowing machine, weights bench and bike, as well as a challenge to compete in the bi-annual **Cutter Rose Bowl**.

Starting early in the morning due to the increasing heat in the Gulf, Crew 5 crowded around their new Concept II rower to begin their challenge, which states ships or units

must submit their cumulative total best 20 1km row times. The entrants are divided into January to June and July to December contests to ensure two winning teams each year.

Twenty of the minehunter's finest braved the elements and gave their best efforts under the watchful eye of the Correspondence Officer and Captain's Secretary Lt Christopher Keeble.

Executive Officer Scott Hamer set an

impressive early benchmark of 3min 0.9sec that remained unbeaten. The competition results were submitted and time will tell whether Crew 5 managed the fastest 20km total out of the fleet so far this year.

Operations Officer Lt Robert Stone-Ward said: "Such events are important in fostering and ensuring a team spirit as well as the enduring competitive nature within the Royal Navy that is so important in maintaining the RN's ability to defeat the enemy."

Marines target the trophies

ROYAL Marines dominated this year's Plymouth and Scotland Operational **Shooting** Competition, winning all but one of the 14 trophies available.

Eight teams took part in the annual competition held at HMS Raleigh and organised by the Military Training Unit (MTU).

The Royal Marines' team from the Commando Training Centre took eight of the trophies, followed by 4 Assault Squadron (4ASRM), based on HMS Bulwark, who won four, and a team from 45 Commando in Scotland, who won one.

LH Simon Gripton from HMS Ramsay won an individual trophy, having achieved the highest score in four of the rifle events.

Representing CTC were members of the Combat Marksmanship Team, including Cpl Jack Varney, who said: "I've enjoyed the pistol shooting because it's something we don't get a massive amount of time to do."

HMS Ramsey recently returned to her home port of Faslane from a four-month

deployment and the team came to the competition with minimum preparation.

The ship's Commanding Officer Lt Cdr Jim Blythe said: "I think the skill-at-arms that the lads get from this week and the competition as a whole is really important for the wider qualities which they'll bring back to the workplace, such as leadership, teamwork and of course the marksmanship skills."

The competition is held over five days with each competitor having to complete their annual combat marksmanship test at the start of the week.

Shooting in teams of four and individually, competitors are tested at firing from various distances, in different firing positions, with time also to allow them to develop their skills. Many of the shoots start with a run down the range prior to engaging the targets.

Teams from HMS Sutherland, Somerset, Bulwark and Argyll also took part.

The annual skill-at-arms meeting is a pre-cursor to the Inter-Service competition at Bisley and allows the Royal Navy to select a team of 15 to compete at what is the pinnacle of the Armed Forces competition shooting calendar.



Riders' star turn

ROYAL Marines Lt Col Rich Alston and Cpl James Sheppard speed around the track at the Olympic Lee Valley Velodrome. The duo were among nine members of the Royal Navy and Royal Marines **Cycling** Association given the opportunity to practise their balance, speed and skills on the London track. The majority had never ridden a fixed-wheel cycle but soon delivered some credible times during the session, which was courtesy of Airbus Defence and Space. Cpl Sheppard won the flying lap contest with a sub-17 second lap over 250 metres. Lt Toby Spear and C/Sgt Davison, both of 1AGRM, enjoyed the insight into top-level cycling and the chance to ride the track.



● Dunx with his award

Top honour for Navy ref Dunx

NAVY and UK Armed Forces Rugby Union referee Dunx McClement ended an excellent season by being named the Scottish Rugby Union's Referee of the Year for 2015/16.

The award was presented by SRU Council Member and World Rugby Referee Performance Reviewer Fergus Neil and Sky TV's Jo Wilson at the prestigious SRU Annual Awards Dinner held at BT Murrayfield.

The award caps a fine 12 months for Cdr McClement, who is currently serving as Head of Safety Assurance at HM Naval Base Clyde.

Awarded his Navy Colours for refereeing the Army v RAF Inter-Service fixture at the end of last season, he became only the third Navy Referee in history to be put in charge of the fixture; a match he also took charge of in 2016.

The beginning of this season also started well with a number of BT Scottish Premiership fixtures before included as one of the Navy's referees for the International Defence Rugby Competition that was run in parallel with the 2015 Rugby World Cup.

After performing well throughout the early stages he was given the honour of refereeing the final between the Fijian Defence Force and the British Army at the Twickenham Stoop.

Dunx said: "Noting previous winners, it is truly an incredible honour to be given this award and is in no small part testament to the Navy's and more importantly my wife's support."

A referee for ten years, Dunx began his career by doing the RFU level 1 course through the Navy.

If you are a retired or injured player, or just feel that you would like to take up the whistle, then contact WO1 Gaz Fairbarin on rugbytime@hotmail.co.uk.

Life's a beach

THE Royal Navy Rugby Union beach rugby festival takes place in Weymouth, Dorset, on Wednesday July 20.

For further details contact rugby development officer at adycherrington@rfu.com or telephone 07764 960395.

Pilot scheme delivers Danny

A ROYAL Navy rating has received his 'wings' with the Royal Navy Hang Gliding and Paragliding Association following an appeal for new members.

AB(HM) Danny Rogers is the first rating to get a full kit for the sport funded by the RN Sports Lottery and a RN/RM Charities Grant.

Danny, who is pictured receiving his kit from paragliding instructor Charlie Fryer, said: "I feel that this is a fantastic scheme, and I feel very privileged to be the first recipient of the kit."

"It has allowed me to take part in a sport that I never thought I would get a chance or opportunity to try, let alone continue outside of an adventurous training environment."

"I would definitely recommend those that haven't tried paragliding yet to do so, as no other sport compares to it."

Danny achieved his Club Pilot qualification at Rhossili Beach in South Wales last month to

qualify for the kit.

The RNHPA has full paragliding kits available for the next three ratings or Royal Marines junior ranks who qualify through the Joint Services Adventurous Training Scheme.

Paragliding is not only one of the 30-plus recognised sports in the Royal Navy but also one of the nine Adventurous Training activities sponsored by defence.

As such the Military will provide all the training required to get you in the air, from complete novice on the Elementary Pilot Scheme through to being a qualified pilot on the Club Pilot scheme.

After that, you join the Royal Navy Hang Gliding and Paragliding Association and your local club and, as they say, the sky is your limit.

The RNHPA owns four tandem paragliding rigs so any Royal Navy or Royal Marines personnel, regardless of rank, who wish to give the sport a go should step forward.

If you are interested then please either contact Lt Ali Andrews on 07575 280508 or approach your local PT staff.



First silverware for carrier

THE build up to RN Rugby League's defence of September's Inter-Service title continued with several important milestones.

Led by LET Jack Drury, HMS Queen Elizabeth's Rugby League 9s squad made the long trip to HMS Sultan to compete in this year's tournament and returned triumphant with a 10-6 victory over the hosts.

Besides Queen Elizabeth being the first ship to win the RNRL 9s competition for 13 years, the trophy is the first silverware to grace the RN's newest ship's trophy cabinet since its launch.

The contest was followed by an Inter-Command fixture between a Fleet side and the Fleet Air Arm. The Fleet team took the honours 30-20.

Ten players from the men's sides have represented Great Britain Armed Forces over the last two months and six were selected for the final round

in a winner-takes-all game against the England Universities. GBAF could not repeat last year's success and went down 36-26 to the students, although RNRL Seniors captain PO Ben Taylor did cross to score the AF last try of the match. The women's competition ends this month with several of the RNRL's Wrenegades in the squad.

The annual RNRL trip to Leeds to play the 17th State Of Origin fixture takes place on July 15. The match will be a curtain-raiser to the Rhinos v Wigan Warriors Super League clash.

The eagerly-anticipated match between the Royal Marines and the Parachute Regiment for the Trafalgar Cup takes place at Taunton RFC on July 27 at 6pm.

For details visit www.pitchero.com/clubs/royalnavyrugbyleague/ or on Twitter @RoyalNavyRL

I'm living the dream

Place on podium

SITTING on the grid with 30-plus motorbike engines rumbling in the background, the marshal waves his flag and a roar erupts as the revs are raised in preparation to be launched, writes Lt Cermal Oram.

The red lights come on and then go out, releasing the clutch so the bike blasts off the start line and down the long straight, overtaking a rider or two before leaning into the first corner. What a dream start to a racing career for any bike rider.

That, however, isn't always the way of things as I found out when my engine stopped, requiring a bump start from the marshals as my competitors disappeared into the distance.

To add to the experience, halfway into the race I ran on into a corner, hit a divot in the grass and parted ways with my machine.

Not to worry, a few hours and some pusser's black maskers later, the bike and I were all set for race two and the exhilaration was like nothing I've experienced before.

Throttle on the stops all the way down the back straight before braking hard, dropping three gears and plunging the bike into the corner, knee slider scraping the tarmac, before flicking it over for the next. Such a unique sensation that riders either know and love or aspire to achieve. After that the weekend got better and better and now I'm hooked.

As a rider who enjoys a Sunday afternoon jaunt in the sunshine it's not as big a challenge as you might think to get onto the start line of your first race and its even more achievable as part of the Royal Navy and Royal Marines Road Racing Team (RNRMRRT).

The sound advice I received was to first visit the team at one of the events to get an insight into what goes on at a race meeting and what preparation

SNETTERTON Motor Speedway saw the second round of the 2016 British Military Inter-Service Championships and the second military-only race of the season.

The RNRMRRT had an excellent turnout with three riders starting their racing careers at this round.

On the fourth lap Dave White parted company with his machine exiting the hair pin.

Not to be outdone, Sut Goodson thought having his first outing in the team was too easy so went for a flat-wheel option at the end of the back straight which was a little more uncomfortable than planned but he held it upright to ride another day.

In the end it was an RAF rider on the top step of the podium.

Congratulations to Stephen Kaplan (RAF), Marc Greenslade (Army) and Alister Wright (Navy).

The next round takes place at Rockingham Speedway on July 29-30.

needs to be done to the bike. Having done so, I can tell you it's well worth it.

All you need to do otherwise is ensure you have the kit required and obtain your race licence. It's a one-day course consisting of a morning in the classroom and then a few laps around a track following the instructor so your riding ability can be assessed.

Once complete you're ready to race. Get in touch with the RNRMRRT now – you'll be on the grid wishing you had done it sooner.

Limited track time

THE Royal Navy and Royal Marines Car Race Team headed up to RAF Leeming in North Yorkshire and Croft race circuit near Darlington for a training event and the second round of the Armed Forces Race Challenge.

The team consisted of Cdr Richie Scott (PJHQ), Mne Adam Dewis, AET Lewis Pemble (845 NAS) in the 1300 Locost and Lt Mike Wells (847 NAS) in his Mk3 MR2. CPOAET Stuart Balls (HMS Sultan) was chief mechanic.

The team was plagued by mechanical issues, from a blowing exhaust and broken roll pin in the gearbox to brake problems.

POETWE Sean Graham (MCSU Portsmouth) arrived with the more powerful 1600 Sultan Locost.

Richie damaged the rear of his Peugeot while Sean had an engine issue in the Locost, which meant they had to qualify out of turn with Adam.

After a torrential downpour the track dried and all qualified for the race. Mike was in eighth place with Lewis, Adam and Sean all starting at the rear.

On track Mike was fifth and second in under 200Bhp class and Richie and Adam were 11th on track and second in the under 140Bhp. Overall in the AFRC, Adam was top for the RN team in fourth, Richie was eighth, Lewis tenth, Sean 18th and Mike 19th out of 38.

To join the team contact Cdr Scott at PJHQ J6 on DII.



● Top: George Crotty receives his belt from Terry Marsh; Above: Luke Fisher is announced best boxer of the night; Right: George Crotty on his way to victory over Nathan Lee

By George, he's got it

Delight for Navy boxers at return of showdown

ROYAL Navy boxer George Crotty secured a points victory to win the Southern Area Amateur light-heavyweight title.

The Royal Marine from 45 Cdo beat Nathan Lee of Strood in Kent, having only begun training again a few months ago after two years out of the sport.

RN fighter Luke Fisher, the reigning Combined Services light-welterweight champion, picked up the inaugural Tony Oxley Trophy as the Senior Service took on Southern Counties boxers.

The ET(ME) from HMS Daring beat Mne Andrea Rufolo to take the trophy, which was awarded in memory of the Commonwealth Games and Royal Navy boxer who died last year.

A trio of world champions were on

hand to witness the clash at the Royal Navy and Royal Marines Ex-Boxer Association's fundraising dinner.

Boxing greats Terry Marsh – the former Royal Marine and ex-world light-welterweight champion – former world super-middleweight champion Richie Woodhall and former world light-heavyweight champion John Conteh all attended the dinner.

They were joined by hundreds of fans of the noble art at the Pyramids in Portsmouth who were treated to some top-drawer amateur contests across seven bouts.

Diver Robbie Matthews, making his comeback, picked up a notable scalp in beating Basingstoke's Jacob Gabriel on a unanimous points decision.

The dinner show was last staged in

2011 between the Navy and Southern Counties, with a number of other select matches also previously hosted.

Crotty has also won the Combined Services crown and reached the semi-finals of the England Senior Elite Championships. He also made the last four of the prestigious Eindhoven Box Cup.

Crotty, who won several national titles as a junior, said: "England Boxing put the belts up so that people keep fighting all the time and I'm really pleased to win it."

"I'm ranked fourth in England, but I'm the highest in the Southern Area anyway because the three above me are all from the north."

Crotty had initially been due to box a Finchley fighter for the title only for

his scheduled opponent to pull out on the day of the contest.

But Lee stepped in at the last minute as he had been set to fight on the same bill only for the opponent he was to face to also withdraw at the 11th hour.

"Luckily enough, they just paired us up together and he was a decent opponent," said Crotty.

"I think he'd had 45 fights, so he was an experienced open-class boxer and they took the bout straight away, so he was confident."

However, Crotty was too powerful for Lee and enjoyed a straightforward win despite finding him a tricky adversary early on.

He said: "We were both southpaws and I find it quite awkward boxing southpaws."

Association event organiser Alan Dolman said: "It really was an excellent evening of boxing. We had seven bouts in the end, but I'd rather have seven decent bouts than ten rubbish ones."

"They were all really evenly matched and it was difficult to pick winners. John, Richie and Terry were all there and were impressed with what they saw."

"Luke was in the top bout of the evening and was really proud to win the trophy. All of Tony's family were there – and he would have been proud too."

Other results: Darryl Bath bt AB Kane Baker; Mne Lewis Duggan bt Martin Saunders; Johnathan Francois bt Mne Harry Magee; LPT Liam Short bt Elliott Holt.



● Left: LPT Liam Short went up against Elliott Holt of Basingstoke ABC; Right: Diver Robbie Matthews took on Jacob Gabriel, also of Basingstoke; Far right: Boxing greats Terry Marsh, Richie Woodhall and John Conteh join Royal Navy fighters at the contest

Pictures: LA(Phot) Nicky Wilson

